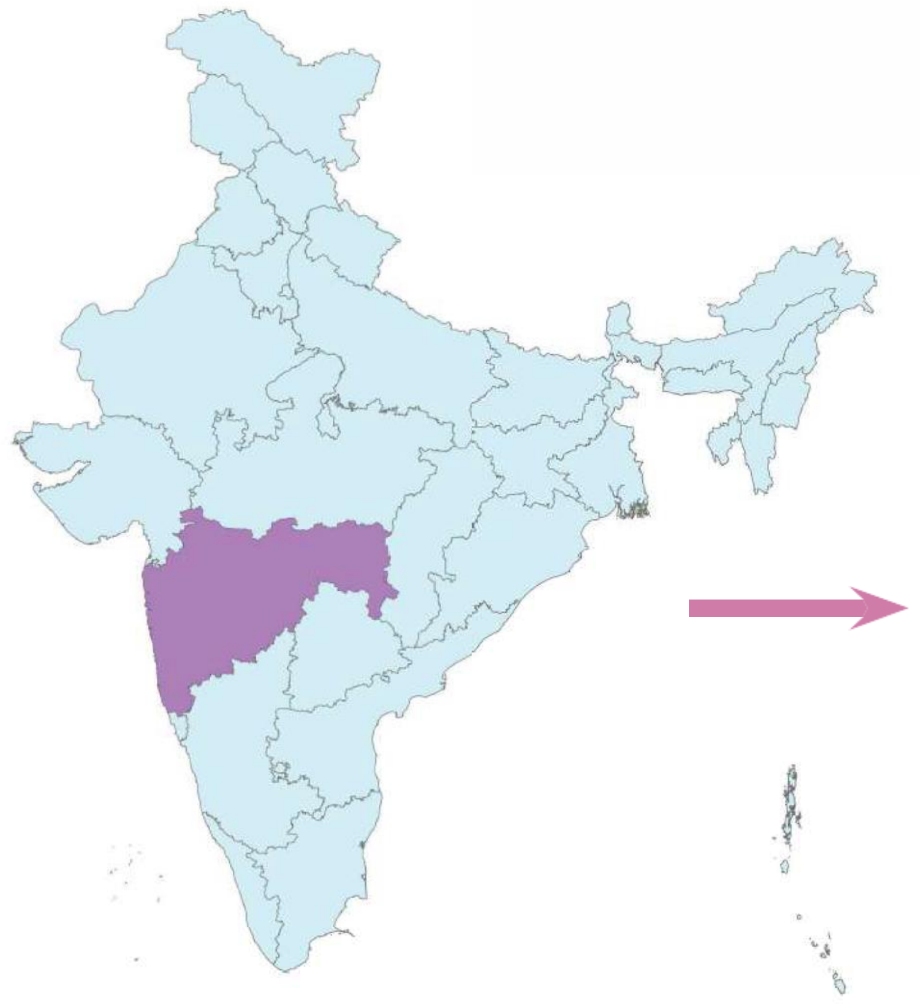
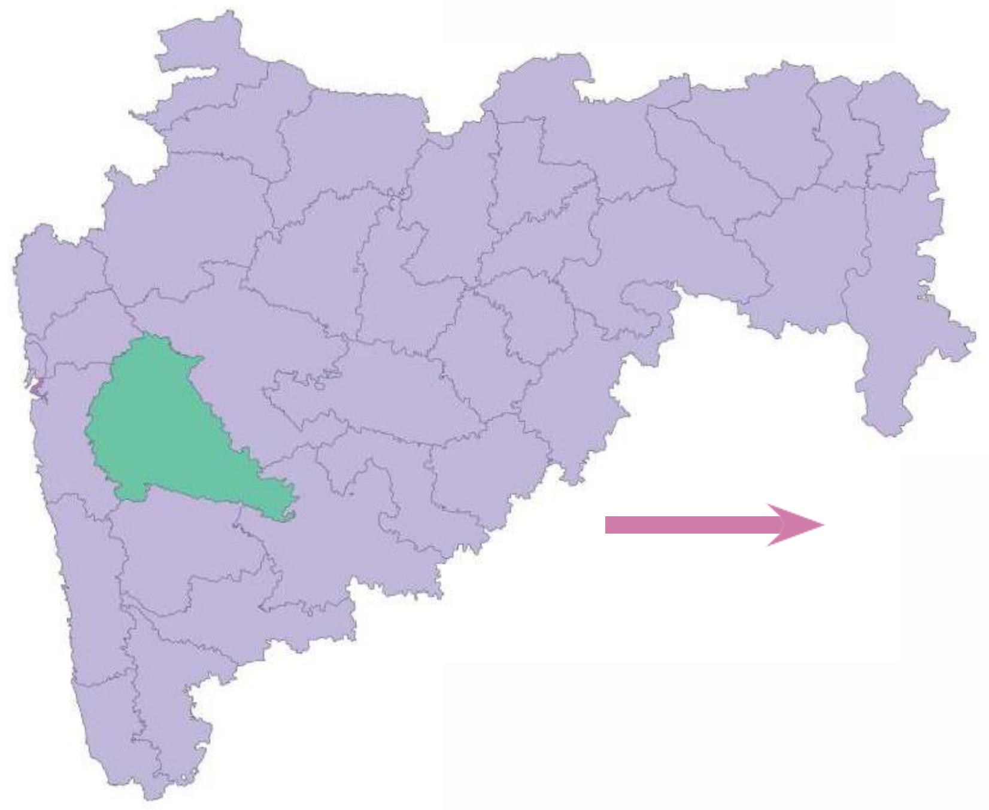
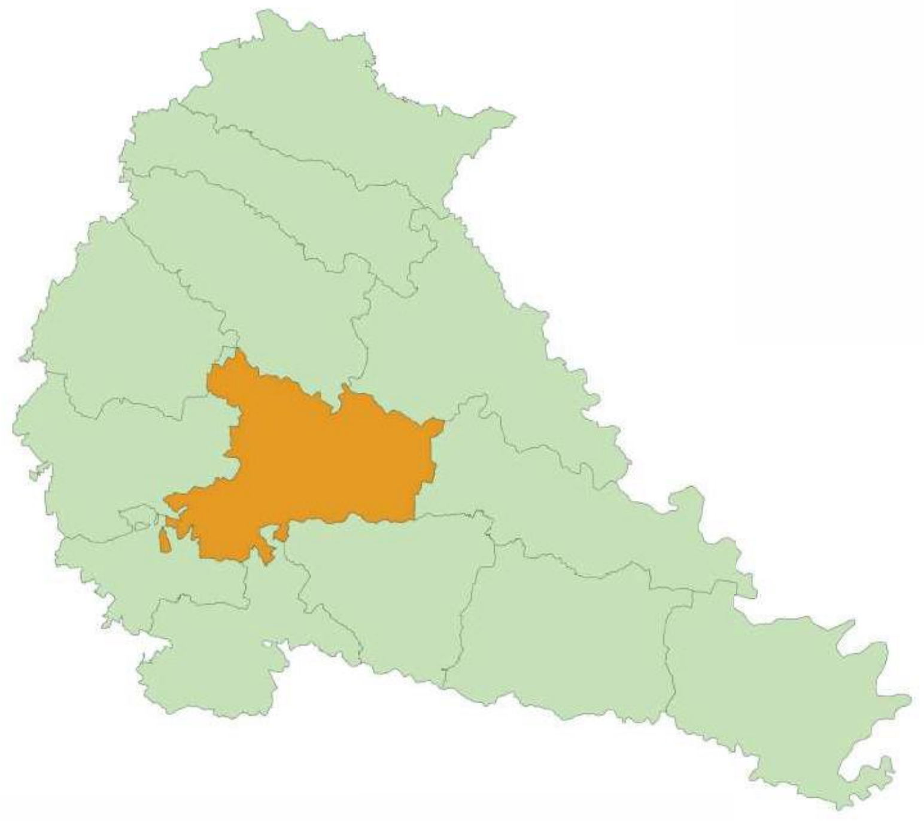
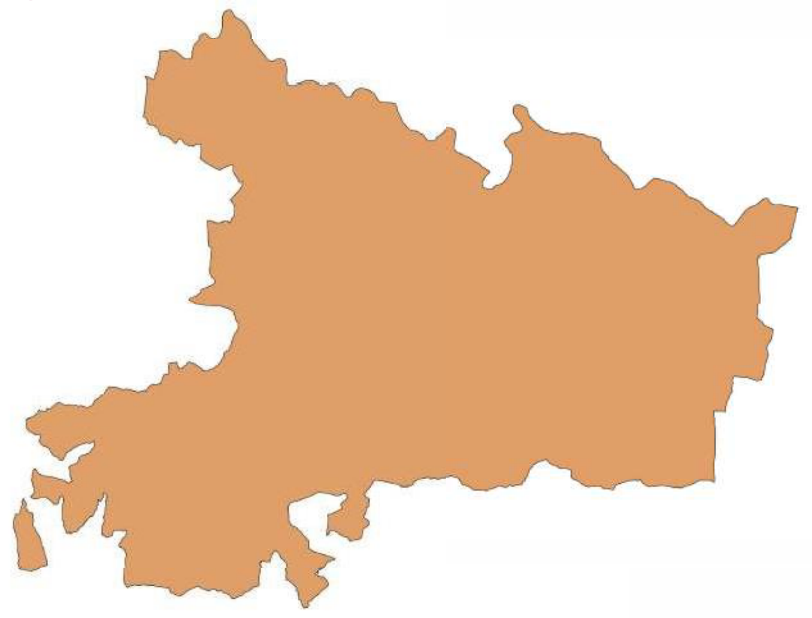
LOCATING WARD 29

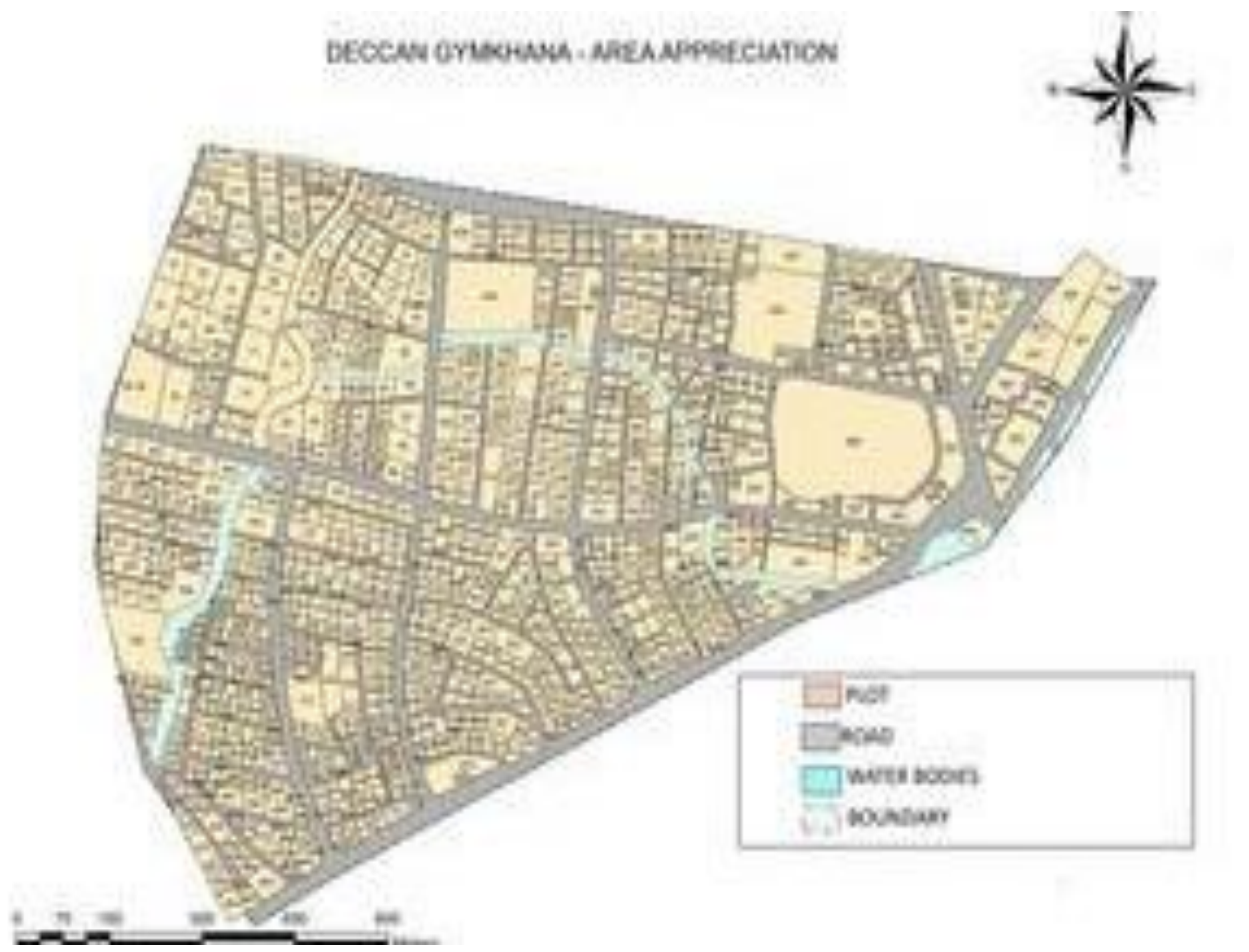
Indian States Boundaries


Maharashtra State Boundary


Pune District highlighted in Maharashtra

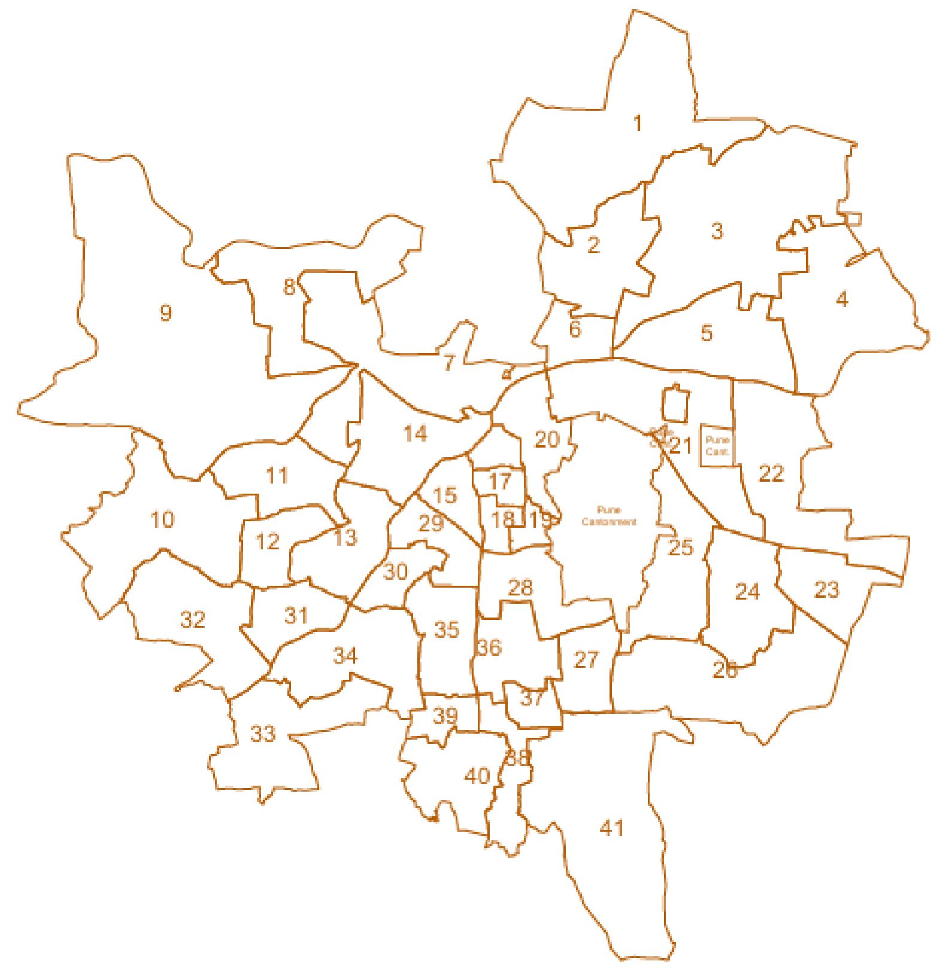

Pune Taluka Boundary


Haveli Taluka



Significance

The name, Erandwane, is important: it means a forest of castor plants. Streets and houses are laid out in a grid. Bungalows lie behind gates. Some of these bungalows have been replaced by five-storey apartments but the trees stand tall – coconut, mango, neem – older than the redevelopment that surrounds them. Bougainvillea and other flowery vines and ornamental trees spill over the compound walls. Pune's neighborhoods such as Karve Nagar were developed when land was available in large parcels and high-caste, high-class families, with social capital and institutional power, owned the land. Redevelopment has replaced many bungalows with spacious apartment blocks, but the underlying layout – space, canopy, infrastructure – is intact.



Pune Municipal Corporation Administration Boundary

पुणे ऐतिहासिक वास्तु स्मृती

B

Heritage:

The area is deeply connected to the legacy of the Prabhat Film Company, established in 1929, which was later converted into the (FTII) in 1960. This established the neighborhood as a hub for artists, educators, and cultural influencers.

Architectural Charm: The area is known for its classic 100-year-old bungalows, featuring Art Deco elements like stained glass, ornate wooden balustrades, and large, sprawling compounds.Municipal policies certainly play a role but cities are equally shaped by the long shadows of caste, class and capital, redevelopment aligns with administrative power to make the locality a preserve of the privileged high-caste, high-class. An inherited advantage is converted into the environmental and infrastructural comfort of wide streets and tree cover, while other localities are relegated to noise, dust and scarcity. But more than the silence of Erandwane, it is perhaps the calling of birds that I wish for more.

EDUCATIONAL QUALIFICATION

Population: (2022)

source: pune municipal corporation

INTRODUCTION 1

Planning and Design Studio-II

Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

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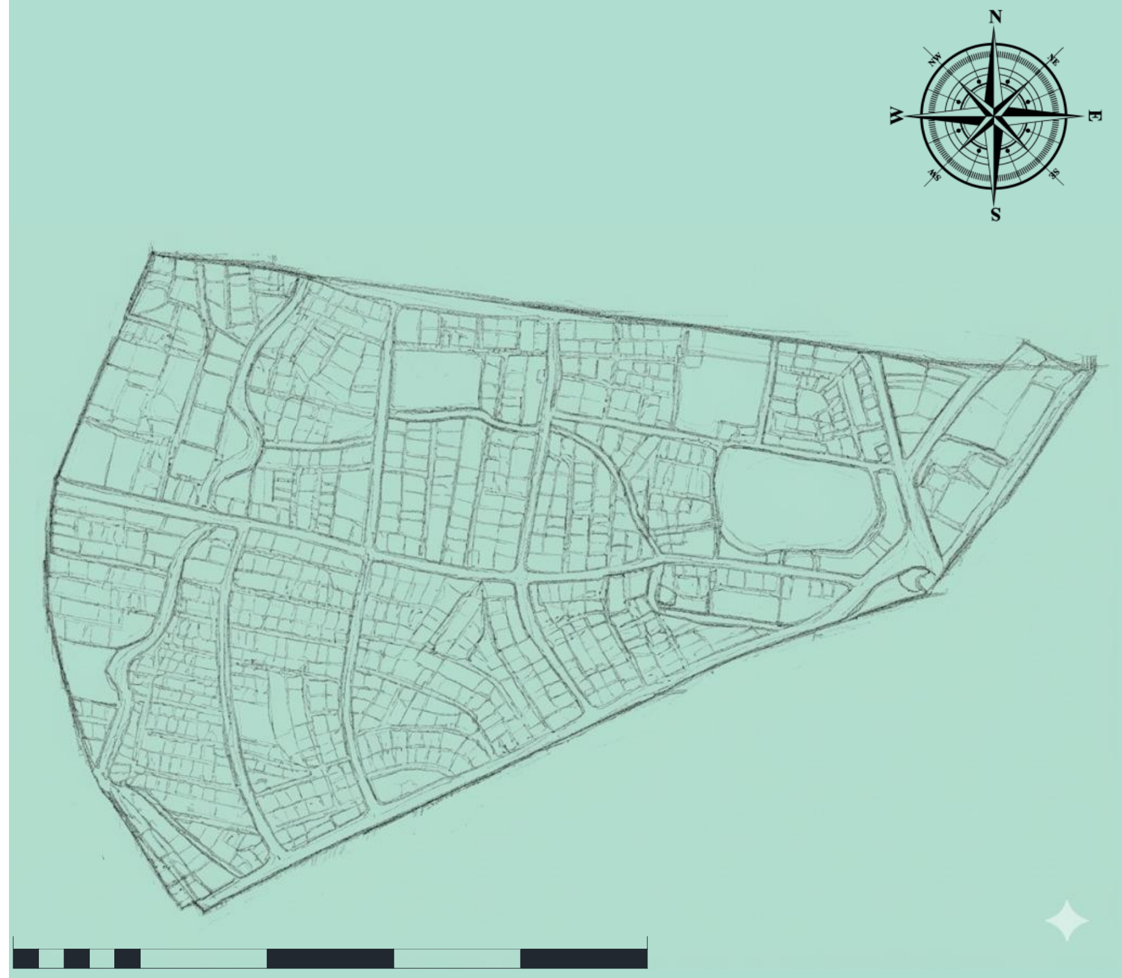
Presented By :
Samriddhi Mehtre (622514056)

METHODOLOGY

2

Planning and Design Studio-II

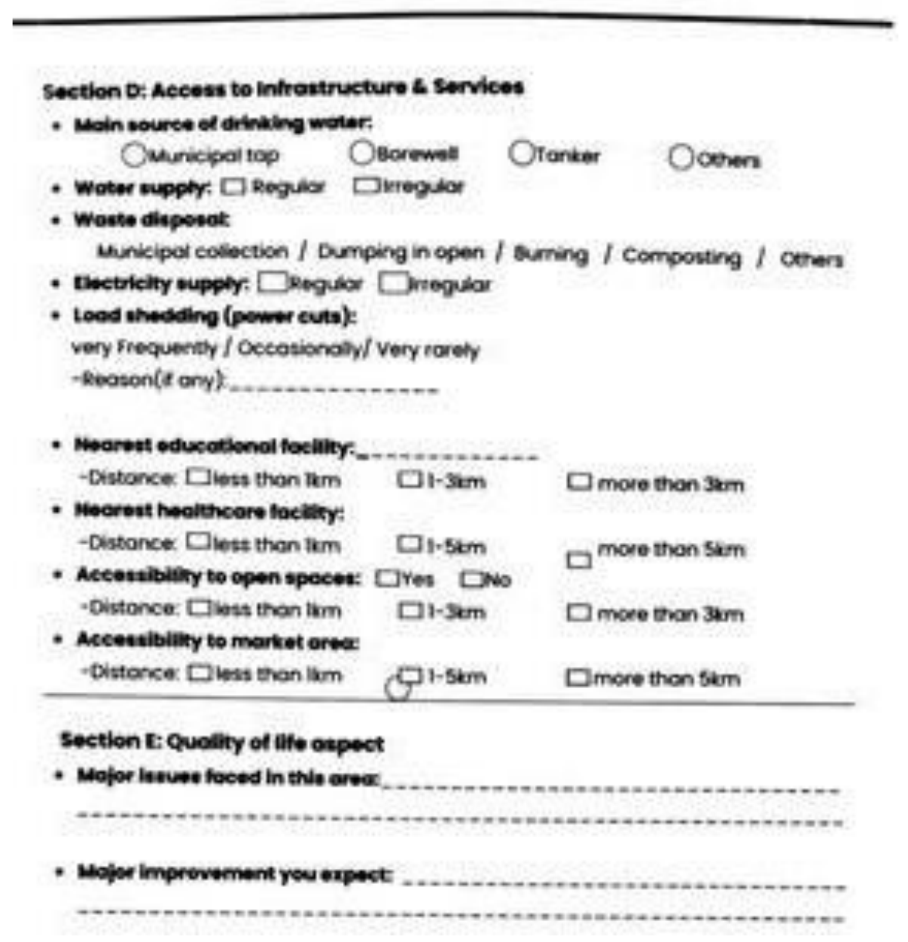


Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

Delineated Area from ward boundary.

Area delineation refers to the process of defining and mapping the boundaries of a specific geographic region for study, planning, or analysis. It involves identifying and demarcating the extent of an area based on natural features, administrative boundaries, land use patterns, or project-specific criteria.

1)Area Delineation



Section D: Access to Infrastructure & Services

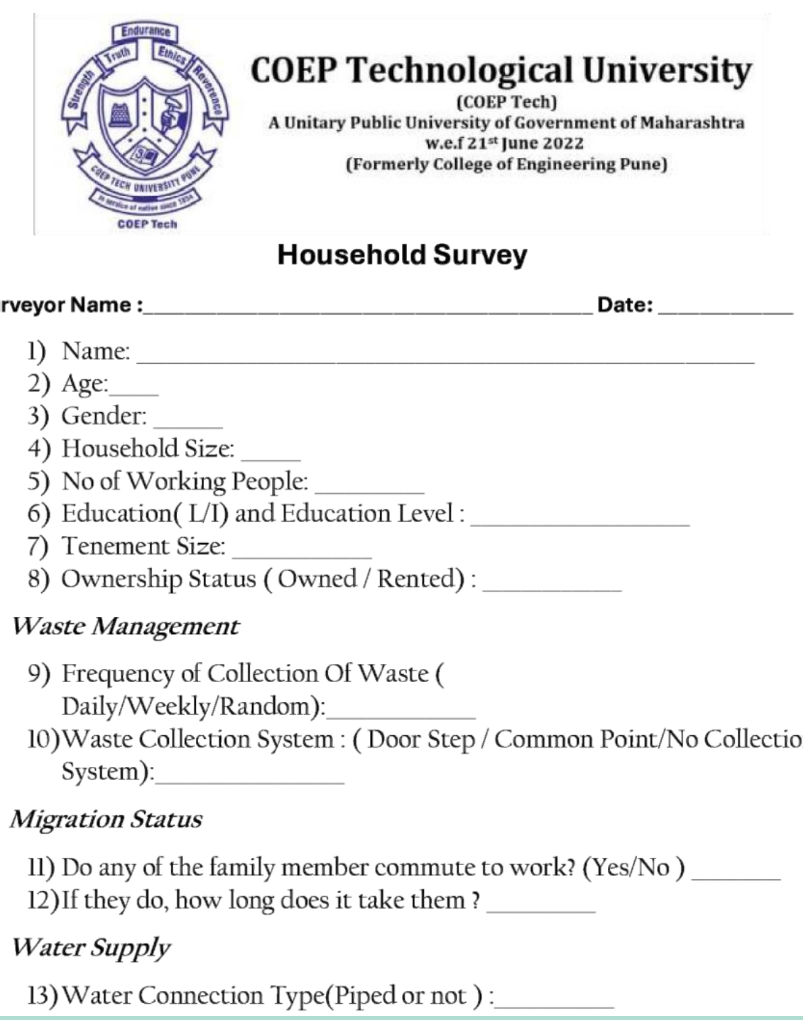
- **Main source of drinking water:**
  ○Municipal tap ○Borewell ○Tanker ○Others
- **Water supply:** ☐ Regular ☐Irregular
- **Waste disposal:**
  Municipal collection / Dumping in open / Burning / Composting / Others
- **Electricity supply:** ☐Regular ☐Irregular
- **Load shedding (power cuts):**
  very Frequently / Occasionally/ Very rarely
  -Reason(if any):_______________
- **Nearest educational facility:**_____________
  -Distance: ☐less than 1km ☐1-3km ☐ more than 3km
- **Nearest healthcare facility:**
  -Distance: ☐less than 1km ☐1-5km ☐ more than 5km
- **Accessibility to open spaces:** ☐Yes ☐No
  -Distance: ☐less than 1km ☐1-3km ☐ more than 3km
- **Accessibility to market area:**
  -Distance: ☐less than 1km ☐1-5km ☐more than 5km

Section E: Quality of life aspect

- **Major issues faced in this area:**_______________________________
- **Major improvement you expect:** _______________________________

After conducting the Reconnaissance Survey, we moved to the next critical phase: designing structured questionnaires to gather targeted data from stakeholders.

3)Drafting Questionnaires



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Household Survey

Surveyor Name :______________________________ **Date:** __________

1) Name: ____
2) Age:____
3) Gender: _____
4) Household Size: _____
5) No of Working People: ________
6) Education(L/I) and Education Level : ________________
7) Tenement Size: __________
8) Ownership Status (Owned / Rented) : __________

Waste Management

9) Frequency of Collection Of Waste (Daily/Weekly/Random):___________
10) Waste Collection System : (Door Step / Common Point/No Collection System):______________

Migration Status

11) Do any of the family member commute to work? (Yes/No) _______
12) If they do, how long does it take them ? ________

Water Supply

13) Water Connection Type(Piped or not) :_________

Household Questionnaire

1) Household Questionnaire
2) Metro Questionnaire
3) PMPML Questionnaire
4) Activity Mapping Questionnaire

Our team at ward office of the study area

Secondary data collection was done through
1) Interviews
2) Ward Offices
3) Research papers
4) Urban Local Body

6)Secondary Data Collection

Our team at Ward office of the Study area

Our Team at the office of Corporator of the area under study

2)Reconnaissance Survey

address key issues
study area.

A Reconnaissance Survey (also called Recon Survey) is a preliminary, rapid assessment of a study area to gather broad insights before detailed investigations. It helps in understanding the site's physical, environmental, and socio-economic characteristics quickly and cost-effectively.

4)Action Plan Making

After finalizing the questionnaires and gathering preliminary insights from the Reconnaissance Survey, our next step was to create a structured Action Plan to ensure smooth and efficient site surveys

Day wise action plan.

5)Primary Data Collection

After finalizing our action plan, we moved into the primary data collection phase, combining structured questionnaires with on-ground observations to capture both quantitative and qualitative insights.

सुजाता मस्तानी
१९६७ पासून

7)Analysis of the collected data.

After collecting primary data through questionnaires and field observations, we proceeded to analyze the data systematically. And engaged in discussions with faculty to validate our findings.

Shivajinagar Railway Station (SVJR) - 3.8 km

Pune Junction (PUNE) – 6.0 km

Pune International Airport (PNQ) Lohegaon – 13.0 km

Nearest NHAI highway
NH 65 Pune Solapur h.
NH 48 Mumbai Bengaluru h.

8)Recommendations

Based on our data analysis, field observations, and faculty feedback, we developed actionable recommendations to
in the

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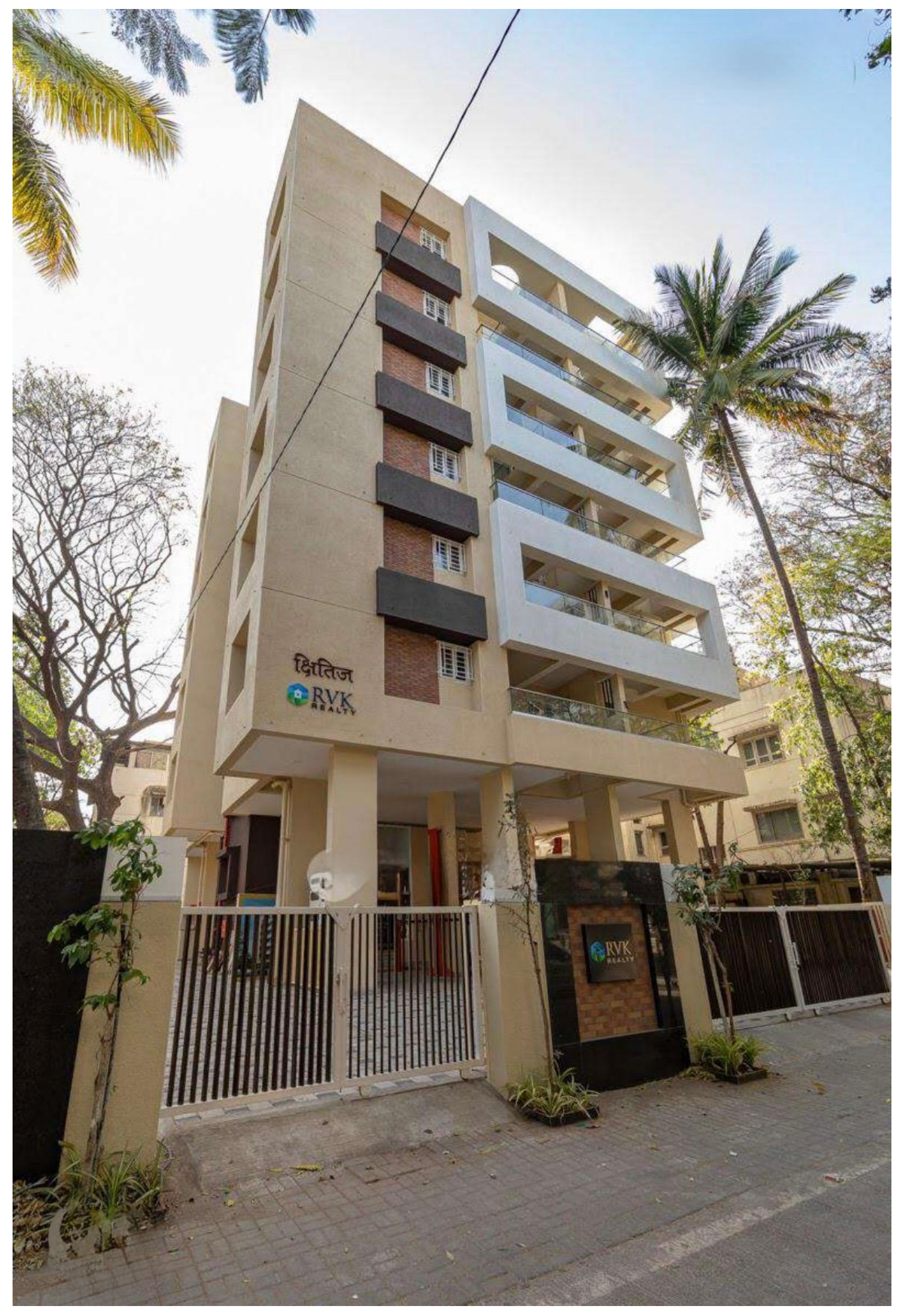
Demography

Deccan gymkhana has a highly educated , working age dominant population with a small nuclear families and mix of long term residents and students.
Deccan is one of the Pune's oldest and most well developed area. This survey helps to understand housing conditions, lifestyle of area, basic services (water supply , transportation, sanitation , healthcare.)

Population and Residential character

Deccan has high population density due to redevelopment of bungalows into apartments.
Residents reports that density has increased substantially over the last decade because of commercialization and redevelopment.
This locality is considered as **Premium residential area.**



Socio-Economic character

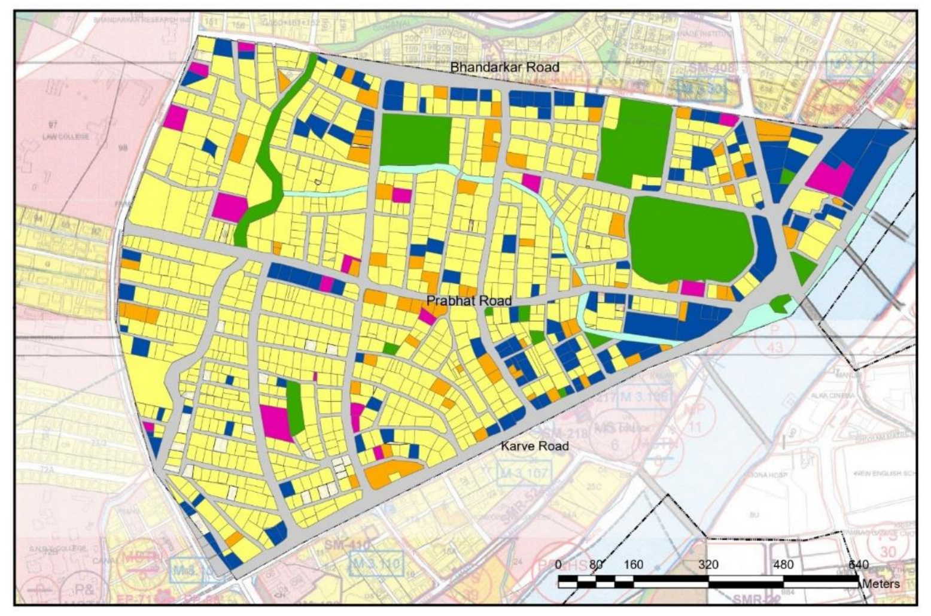
Deccan is considered one of Pune's most "**premium and affluent"** localities. Which is generally categorized as:

- Upper middle class.
- Affluent.
- Old money Pune families.

Because of this property prices and rentals are among the highest in Pune central areas. Common residents are doctors, lawyers, CA, business owners, professors.

Demography/House hold Survey

Planning and Design Studio-II


Bhandarkar Road
Prabhat Road
Karve Road
0
80
160
320
480
640
Meters

Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

Education and Literacy

Extremely high education attainment. Strongest education belt as it is close to :

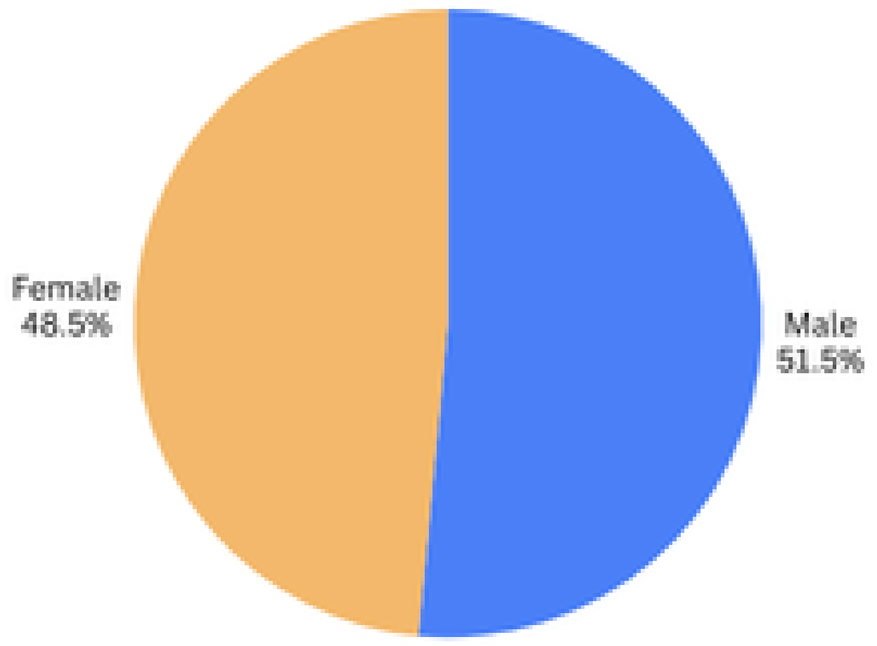
- Fergusson college.
- BMCC
- Garware college.
- Gokhale institute of politics and economics.
- Modern college.

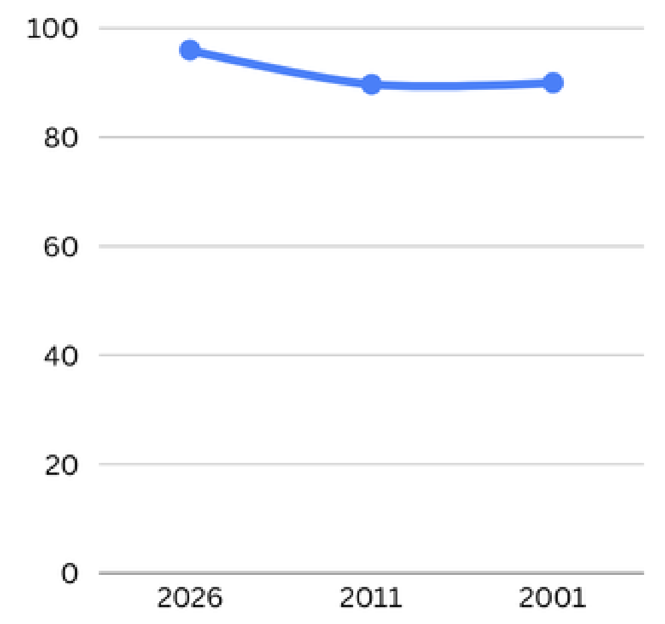
Significantly extremely high literacy rate than city average around 90%. English proficiency is above Pune's average. Stronge student and academic culture.

Gender and Age

- The area maintains relatively balanced gender ratio with slight male majority. With high number of students and migrants professional population.
- Dominant age segments :
- Young adult : Large concentration of degree students and young professionals (IT professional, startup workers, consultants, finance / legal professionals.
- Senior citizens : Significant population of "Old Pune" residents and retirees who inhabit the traditional bungalows .

Year	Population	Increase
1991	11803	
2001	12909	1106
2011	14675	1766



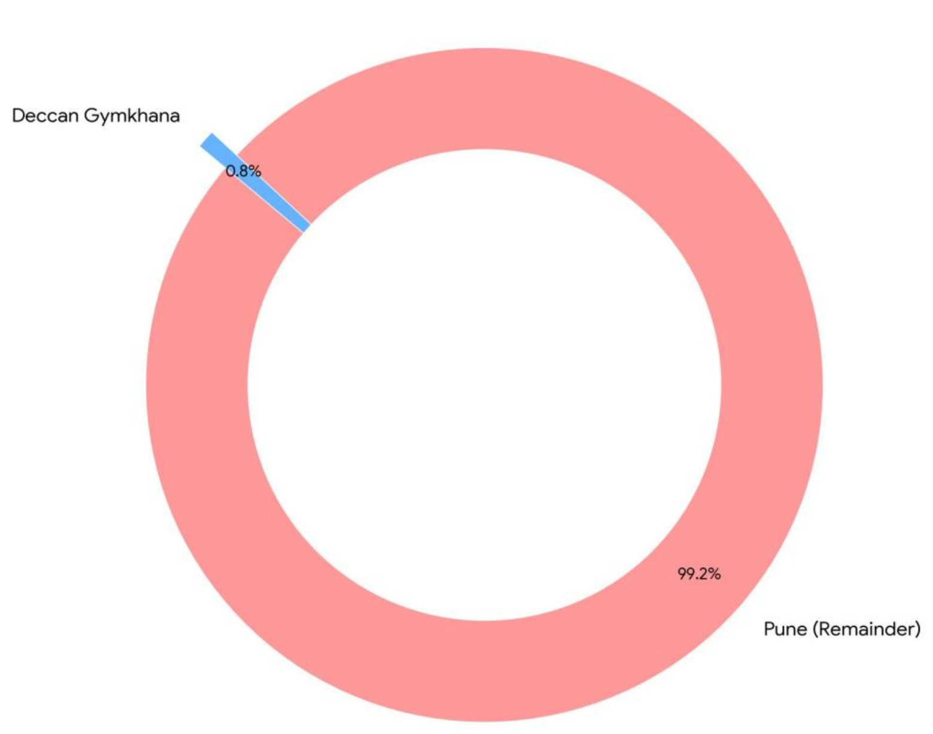


Average increase per decade :
I = 1106 + 1766/2
= 1436

For population projection of 2026:
P = 14675 + (15*1436)
= 14675 + 21540
= 36215
Population of 2026 is 36215.

Density :
Total ward area is 2.89 sqkm.
Density = 36215 / 2.89
= 12531 person / sqkm.

Population Distribution: Pune vs. Deccan Gymkhana

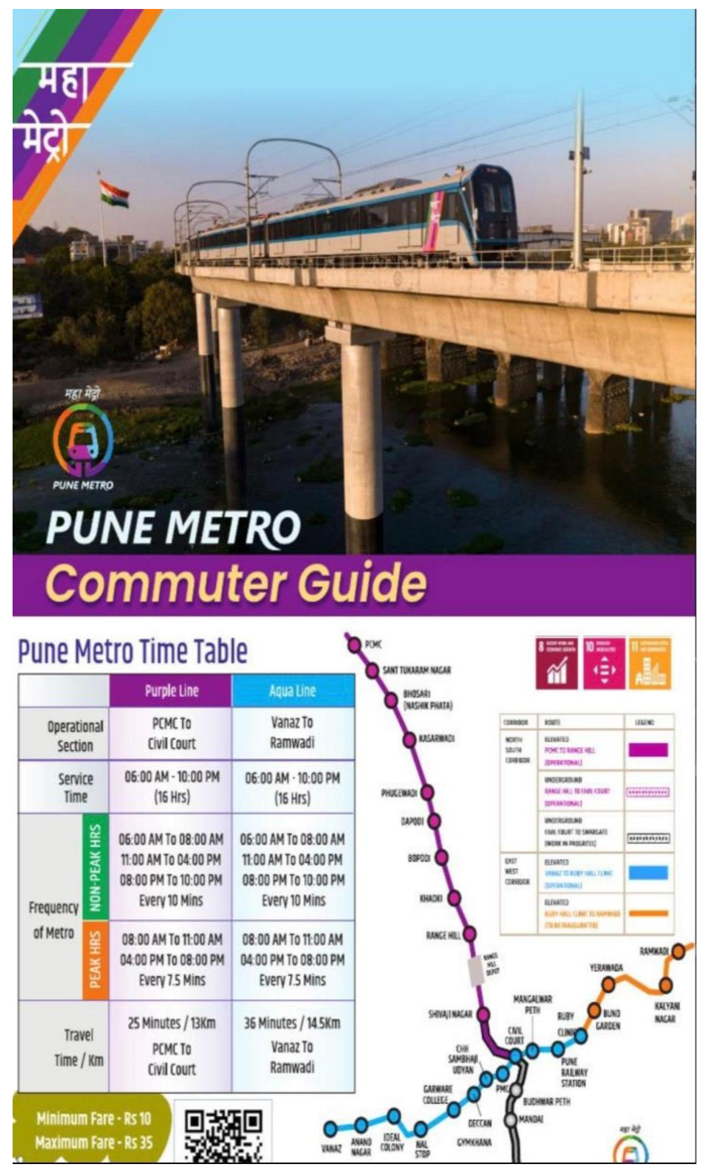


Incremental increase method is used for the calculation because it is well suited for urban areas like deccan. As deccan presents a unique demographic profile that requires a more nuanced approach.
This method is mostly preferred :

- Accounting for maturing urban growth
- Sensitivity to redevelopment trends.
- Balancing stability and flux.

Mobility and Transport Demographics

- It serves as a central transit point with excellent connectivity to Shivajinagar and upcoming metro station . As mostly residents commonly use
- Two wheelers
- Cares
- PMPML buses
- Metro
- Cabs/ auto



PUNE METRO
Commuter Guide

Pune Metro Time Table

		Purple Line	Aqua Line
Operational Section		PCMC To Civil Court	Vanaz To Ramwadi
Service Time		06:00 AM - 10:00 PM (16 Hrs)	06:00 AM - 10:00 PM (16 Hrs)
Frequency of Metro	NON-PEAK HRS	06:00 AM To 08:00 AM 11:00 AM To 04:00 PM 08:00 PM To 10:00 PM Every 10 Mins	06:00 AM To 08:00 AM 11:00 AM To 04:00 PM 08:00 PM To 10:00 PM Every 10 Mins
	PEAK HRS	08:00 AM To 11:00 AM 04:00 PM To 08:00 PM Every 7.5 Mins	08:00 AM To 11:00 AM 04:00 PM To 08:00 PM Every 7.5 Mins
Travel Time / Km		25 Minutes / 13Km PCMC To Civil Court	36 Minutes / 14.5Km Vanaz To Ramwadi

Minimum Fare - Rs 10
Maximum Fare - Rs 35

PUNE METRO
PCMC
SANT TUKARAM NAGAR
BHOSARI (NASHIK PHATA)
KASARWADI
PHUGEWADI
DAPODI
BOPODI
KHADKI
RANGE HILL
SHIVAJI NAGAR
CIVIL COURT
MANGALWAR PETH
RUBY CLINIC
BUND GARDEN
YERAWADA
KALYANI NAGAR
RAMWADI
PUNE RAILWAY STATION
CHH SAMBHAJI UDYAN
PMC
BUDHWAR PETH
MANDAI
GARWARE COLLEGE
DECCAN GYMKHANA
NAL STOP
IDEAL COLONY
ANAND NAGAR
VANAZ

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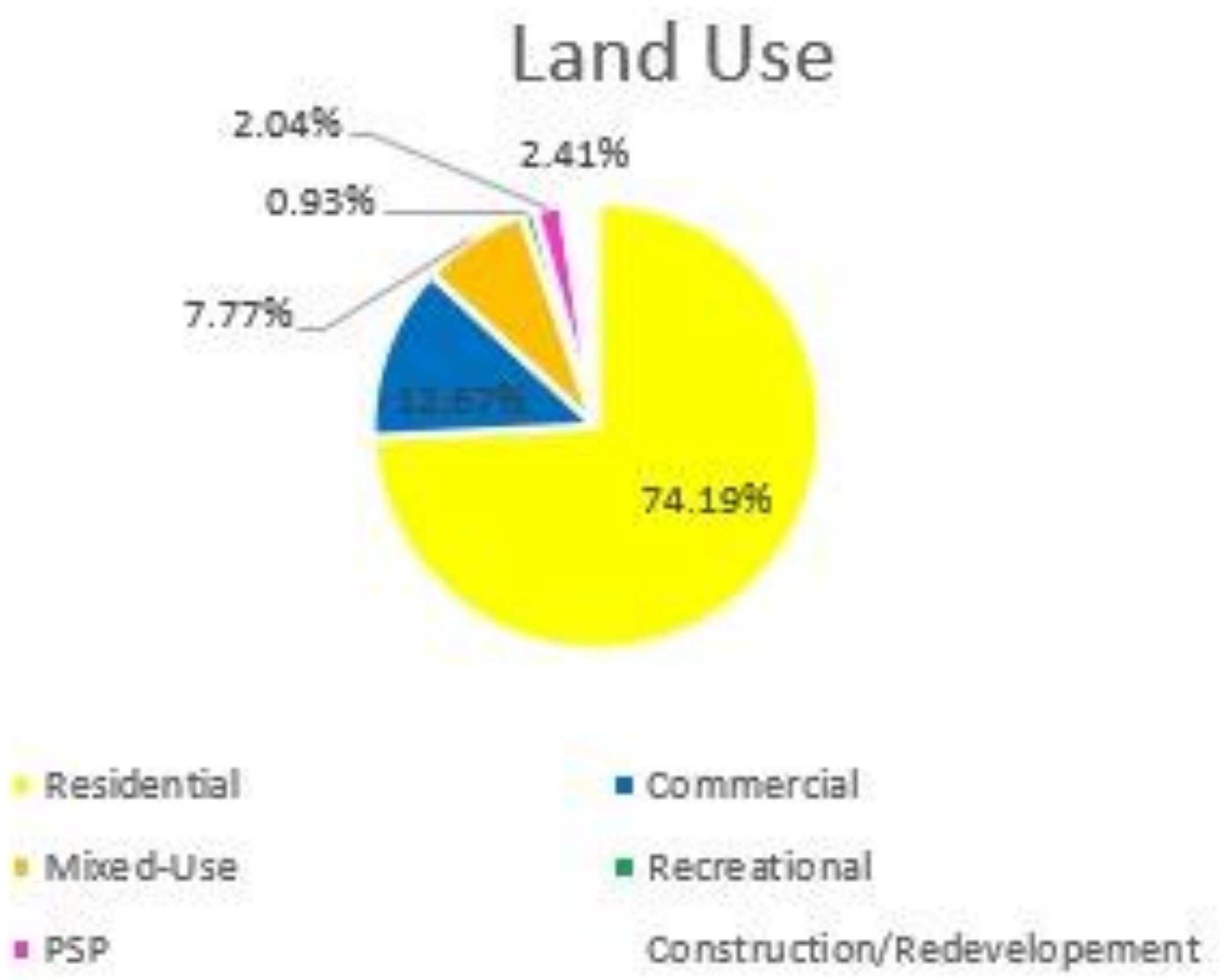
EXISTING LAND USE (ELU)

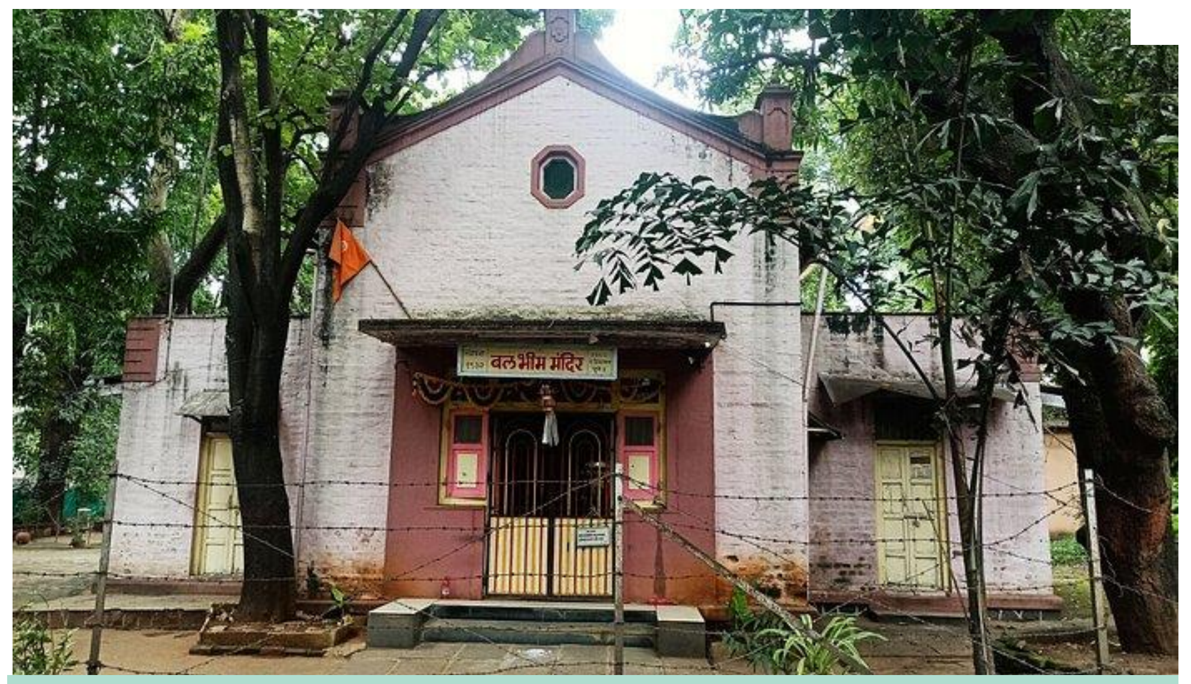
An Existing Land Use (ELU) Map is a fundamental urban planning/design document that illustrates how land is currently utilized within a specific area.

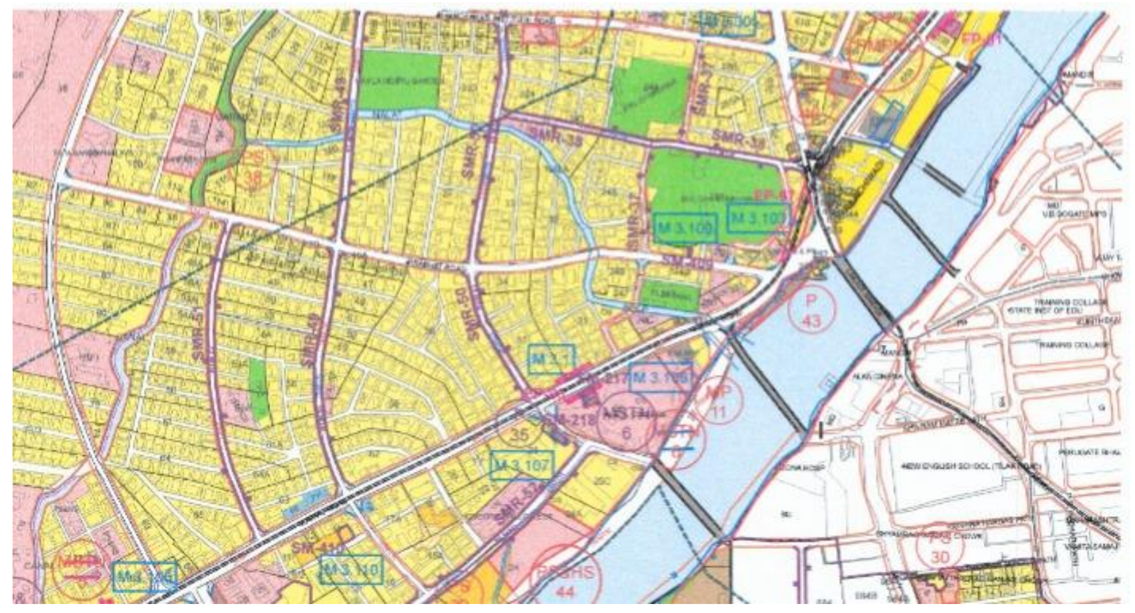
Observations:

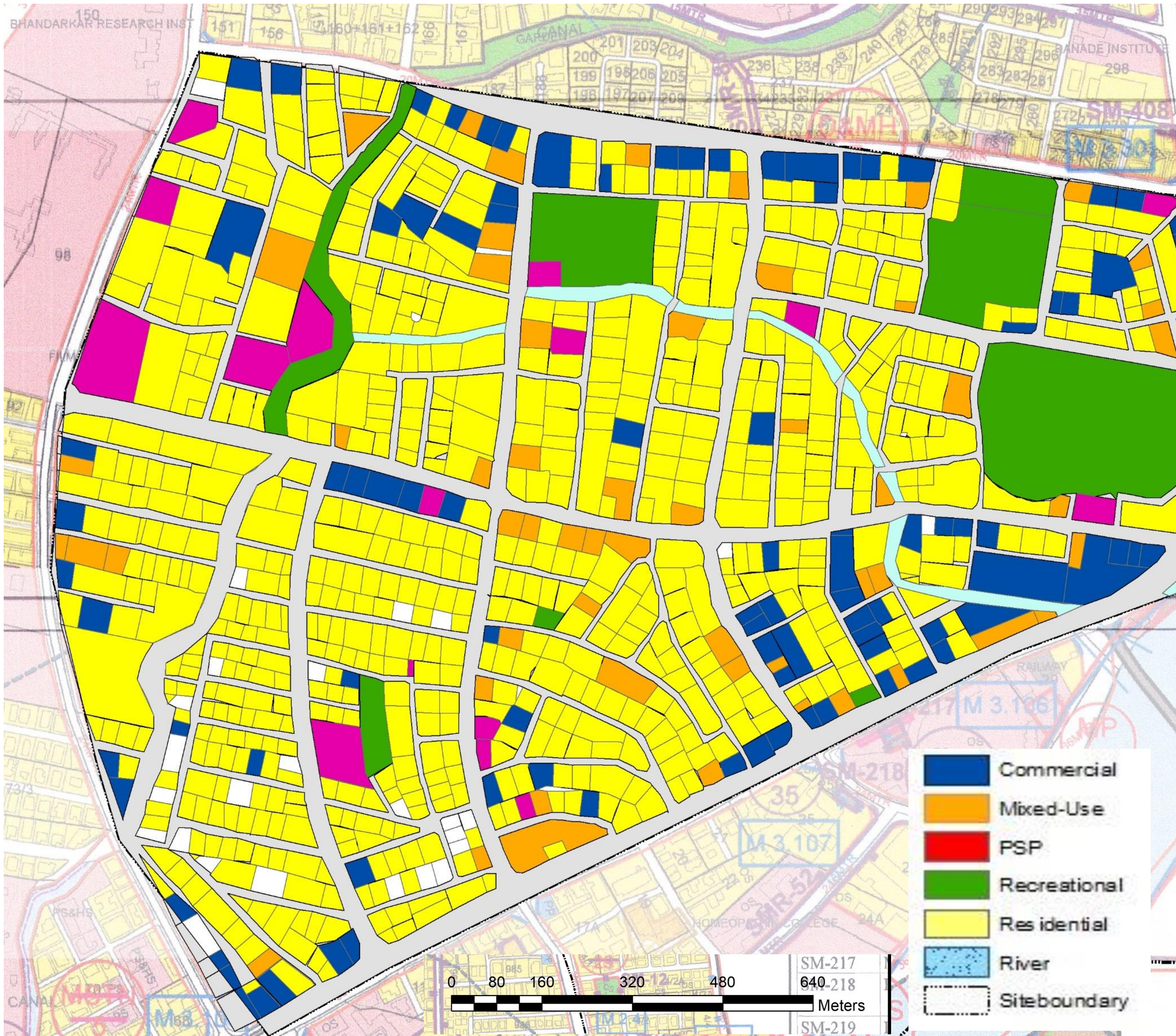
1.The area is dominated by residential **land use** (yellow), featuring a fine-grained, dense parcel fabric
2.Commercial activity (blue) is heavily concentrated along the periphery, particularly following the alignment of FC Road and JM Road
3.Significant Institutional/Public spaces (green) are clustered in the northern and central-eastern sections.A natural water body or canal traverses the western side of the precinct.

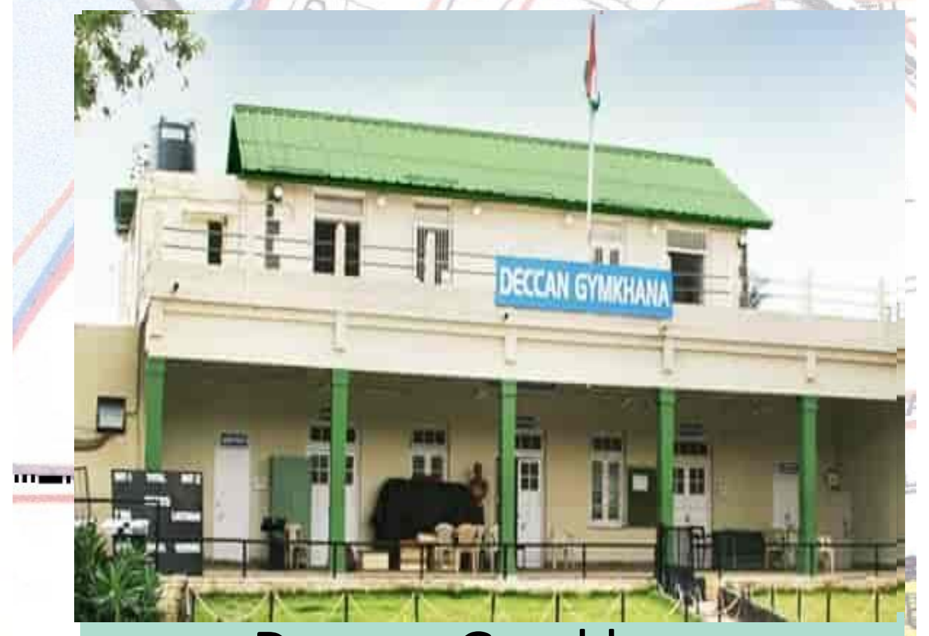


Kamala Nehru Park


Balbhim Mandir


Existing land use map by PMC (2007)





Deccan Gymkhana

Inferences:

1. The "ribbon" development of blue plots suggests high commercial value and pedestrian-heavy corridors on the main roads.
2. The mix of red (Public/Semi-public) and green suggests a well-served neighborhood with social infrastructure.
3. The irregular, smaller plot sizes in the interior indicate an older, established residential core with high-density living.

Land- Use Category	No. of Plots
Residential	801
Commercial	141
Public – Semi Public	19
Mixed Use	79
Recreational	16

EXISTING LAND USE

3

Planning and Design Studio-II

Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

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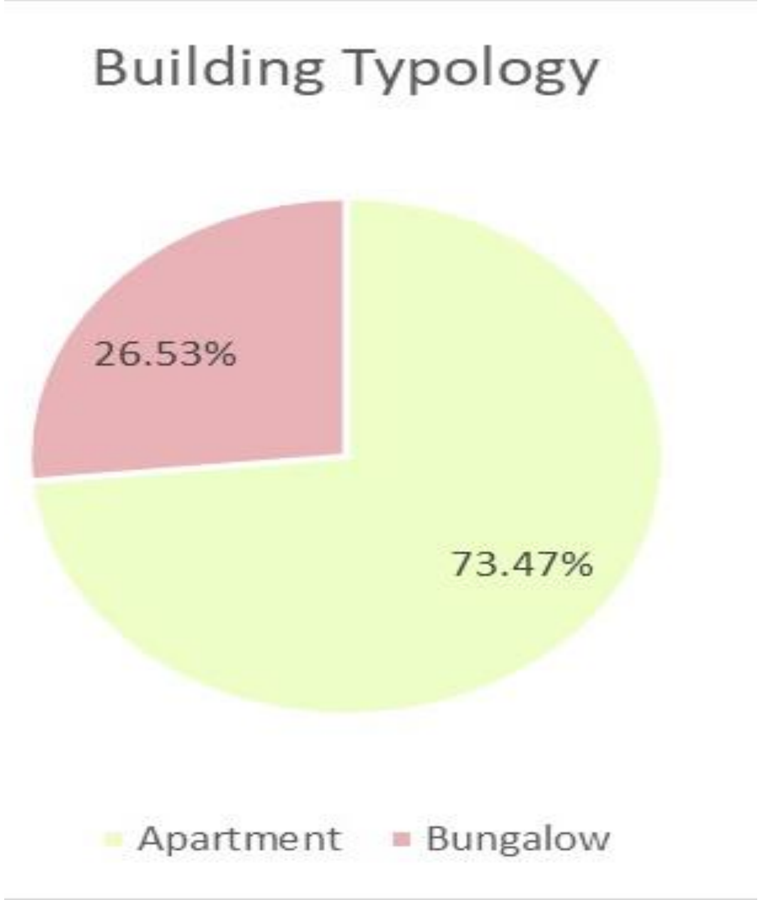
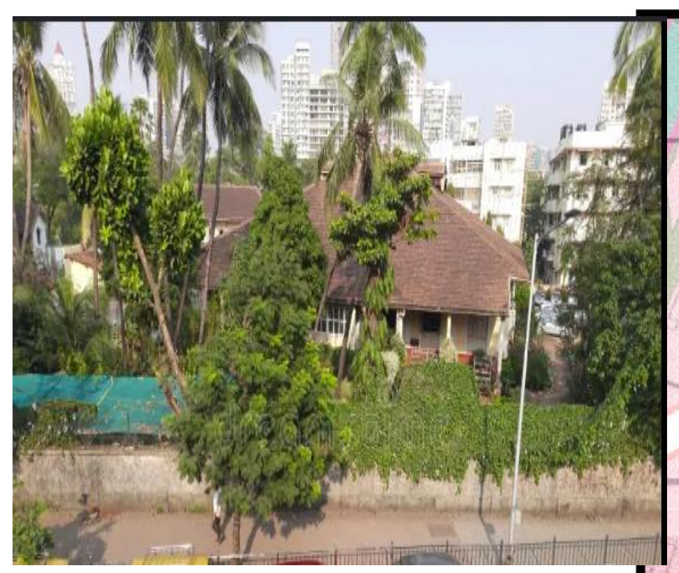
Presented By :
Yashasvi Patil (622514081)

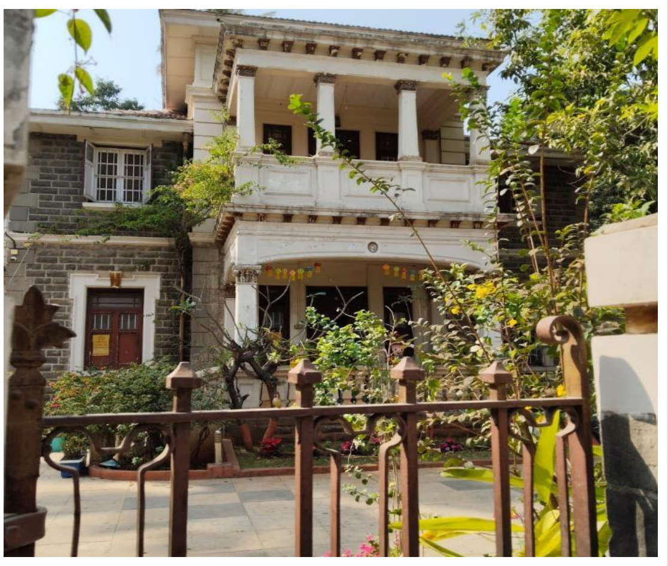
HOUSING TYPOLOGY

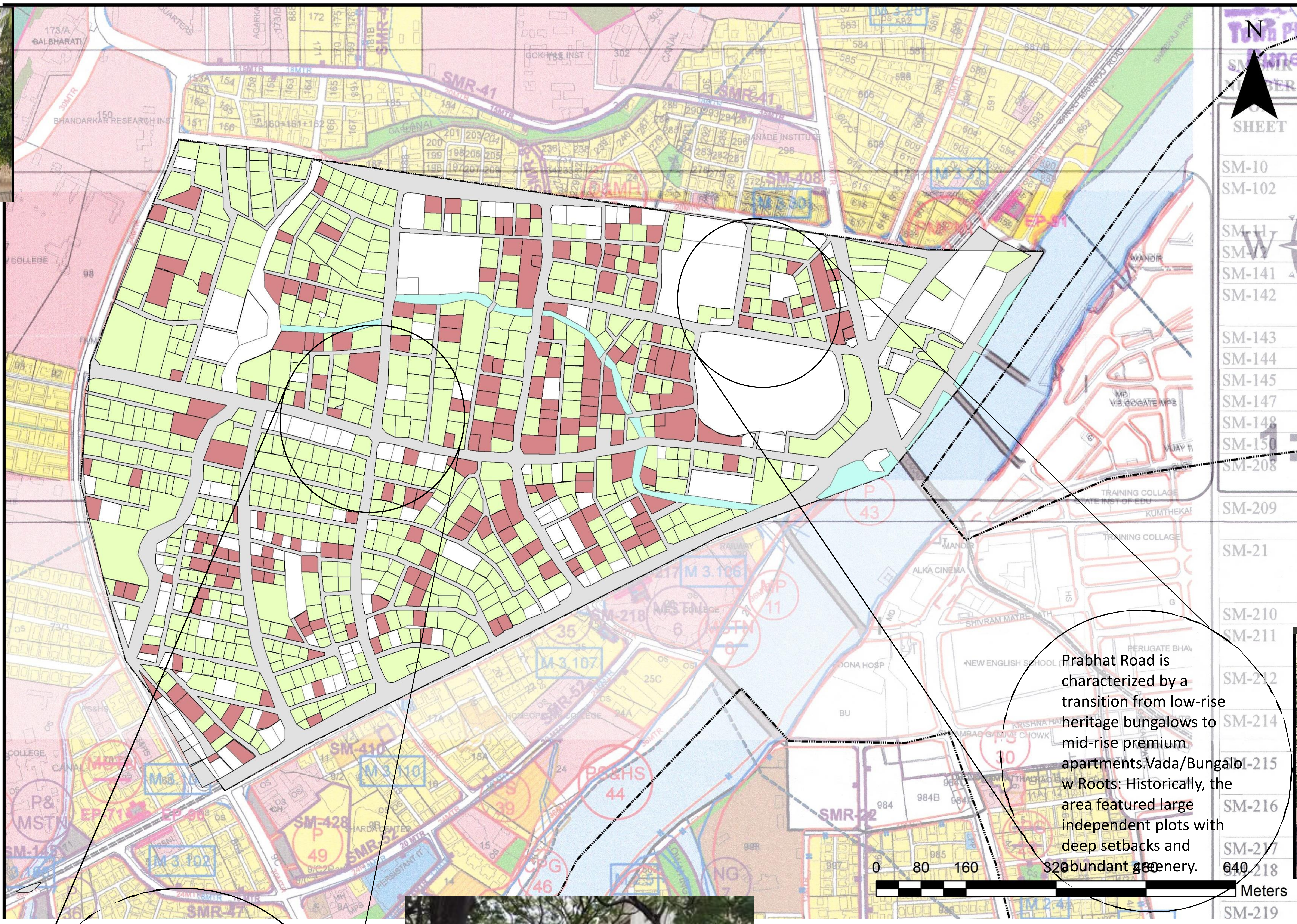
Housing typology evolution: heritage bungalows in Deccan Gymkhana, green-oriented societies around Kamala Nehru Park, and redeveloping apartments in Erandwane. The integration of green spaces, public/semi-public facilities, and commercial corridors ensures a balanced urban ecosystem, reflecting the city's transition from traditional low-density housing to modern, compact urban forms.

Housing Typology	No. of Plots
Apartment	661
Bungalow	239
Commercial	88
Institutional	8
Recreational	15









LEGEND

🟩 Apartment

🟥 Bungalow

Prabhat Road is characterized by a transition from low-rise heritage bungalows to mid-rise premium apartments.Vada/Bungalow Roots: Historically, the area featured large independent plots with deep setbacks and abundant greenery.

Redevelopment Trend: Most current housing consists of G+4 to G+7 standalone apartment blocks. These are typically "redeveloped" projects where a single bungalow was replaced by 6–12 luxury flats.Institutional Influence: The typology is also influenced by the proximity to the FTII and various research institutes, leading to a mix of high-end residential use and quiet, colonial-era institutional footprints

HOUSING TYPOLOGY

4

Planning and Design Studio-II

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Presented By :
Yashasvi Patil(622514081)
Rounak Singh (622514050)

BUILDING HEIGHT

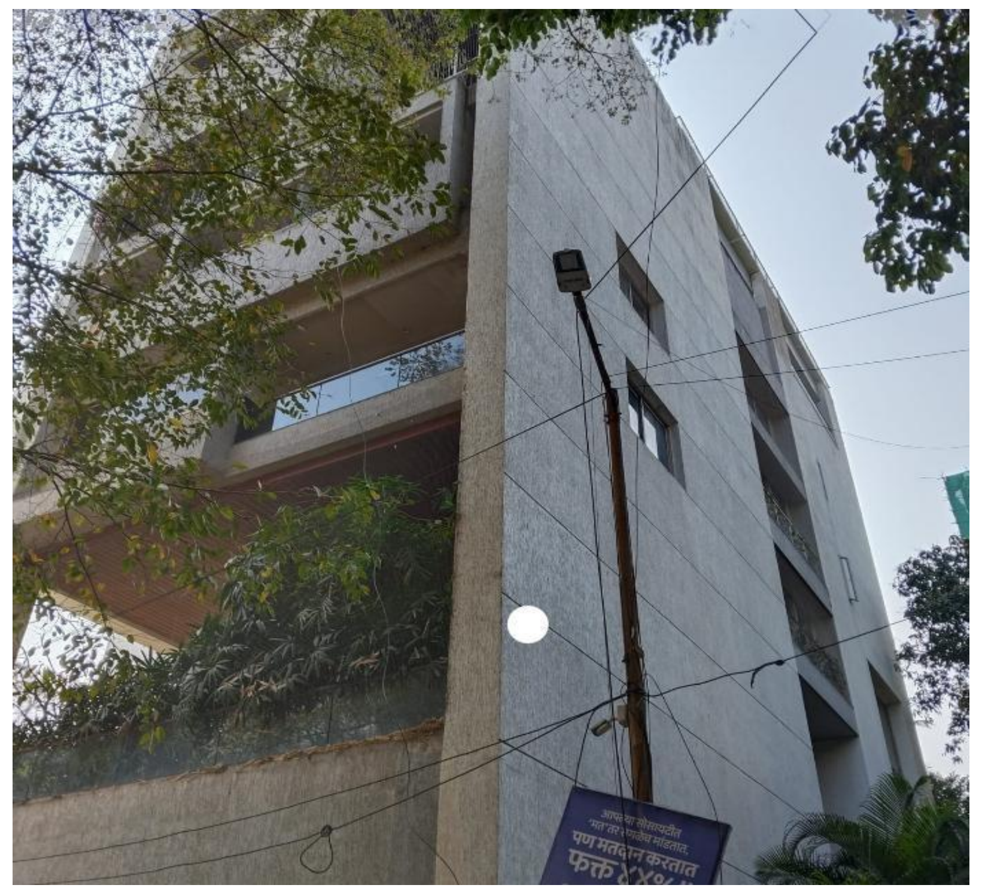
- **Low-rise heritage housing** (bungalows) maintains cultural identity in Deccan Gymkhana.
- **Mid-rise apartments** dominate Kamala Nehru Park, balancing density with green space.
- **High-rise redevelopment** is most visible in Erandwane, showing Pune's shift toward compact urban forms.
- Overall, the area reflects **layered vertical growth**: from 1–2 floor bungalows to 10–12 floor apartments, ensuring diversity in housing options and density.

URDPFI Guidelines (National Level)While UDCPR is the law in Maharashtra, URDPFI provides the advisory benchmarks used for long-term strategic planning and infrastructure sizing.

Height-to-Road Ratio: URDPFI recommends that the height of a building should not exceed 1.5 times the sum of the road width and the front setback to ensure adequate light and air (ventilation) reaches the street level.

High-Rise Definition: URDPFI generally classifies any building above 15 meters (approx. G+4) as a high-rise, triggering mandatory requirements for dual staircases, fire lifts, and a 6-meter wide peripheral open space for fire tender movement.

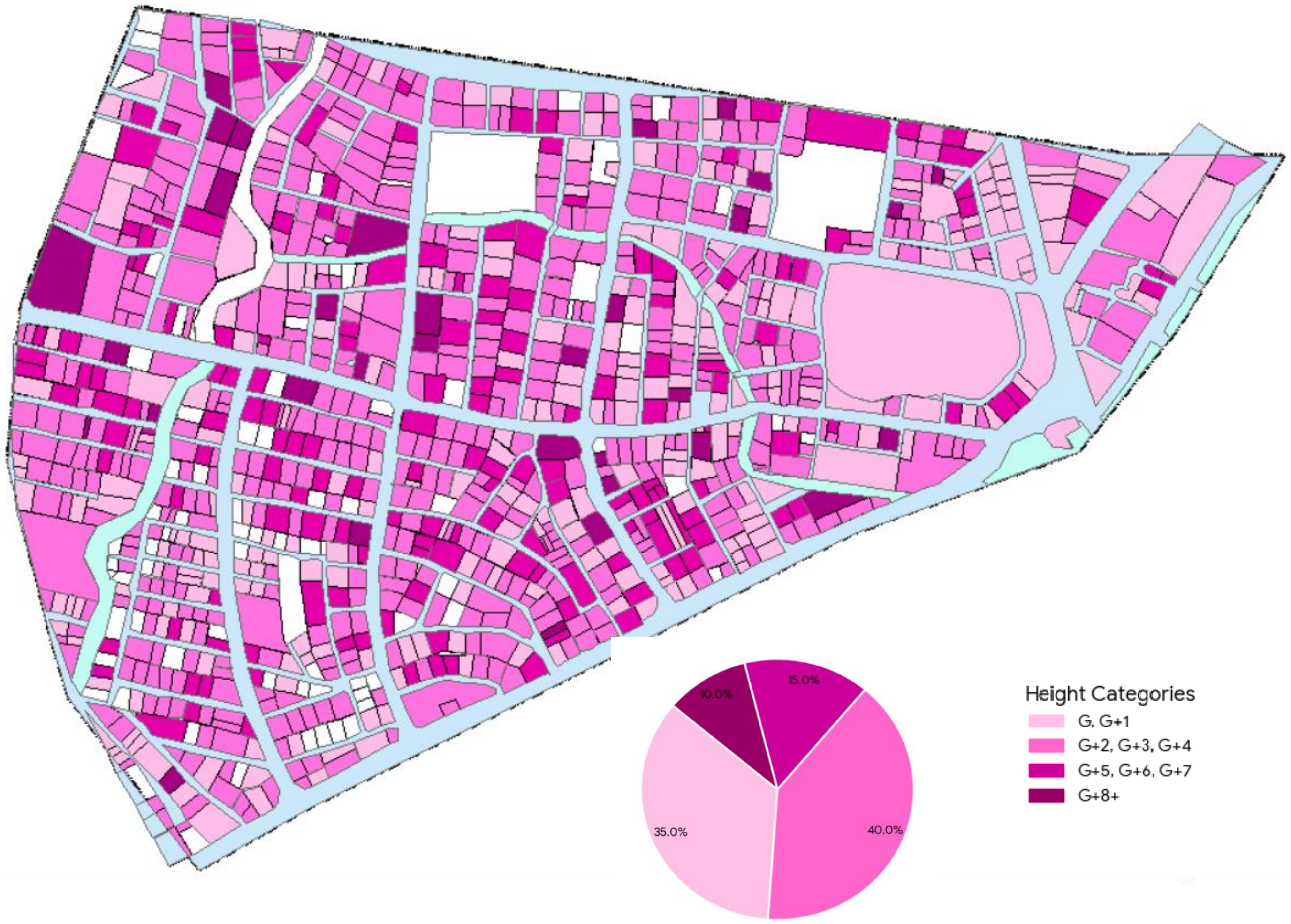
Commercial Zones: For commercial shopping complexes, URDPFI often limits heights to 21 meters unless specific high-density transit corridors are identified.



Historical vs. Modern Typology:

Heritage (Pre-1950s): Detached G+1 bungalows, colonial influence, "spider-web" street patterns characteristic of the Deccan Gymkhana Co-operative Society (the first in Maharashtra).

Modern (Post-2020): Vertical "MDU" (Multi-Dwelling Units), high-density gated towers with fire-safety requirements like dual staircases and 6m peripheral open spaces for fire tenders.



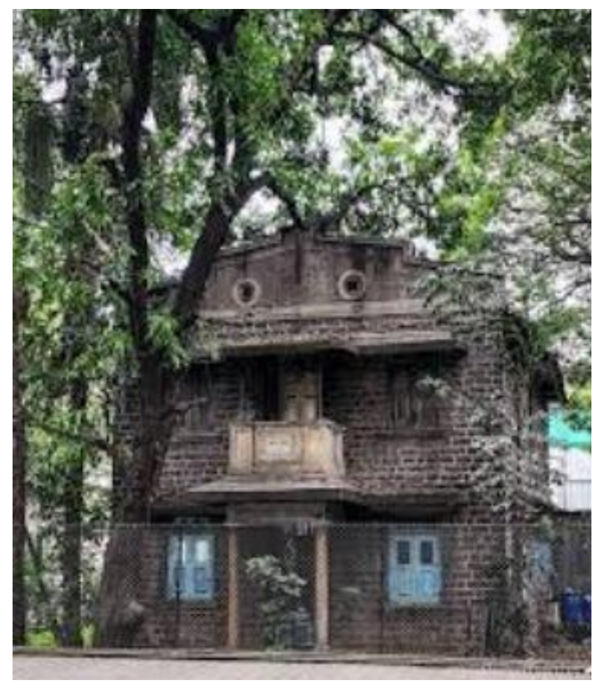
The "36-Meter" Rule: Recently, the Maharashtra government reinstated a height allowance of **36 meters** (approx. G+11 or 12) for redevelopment projects on roads that are **12 meters wide** or less, excluding the 6-meter parking floor from the height calculation.

FSI Variations: Base FSI in Pune is typically around **1.1**, but in **Transit-Oriented Development (TOD)** zones, it can go significantly higher, which directly drives the high-rise redevelopment.

Infrastructure Impact :

Population Density: Redevelopment often leads to a massive surge in local density. *"Redevelopment projects aim for modernization but place immense pressure on existing water supply, drainage, and electricity grids."*

Parking & Congestion: while heights increase, road widths often remain static (e.g., 6m–9m interior lanes), leading to increased traffic congestion and a "trust deficit" regarding parking availability in newer complexes.



BUILDING HEIGHT 5

Planning and Design Studio-II

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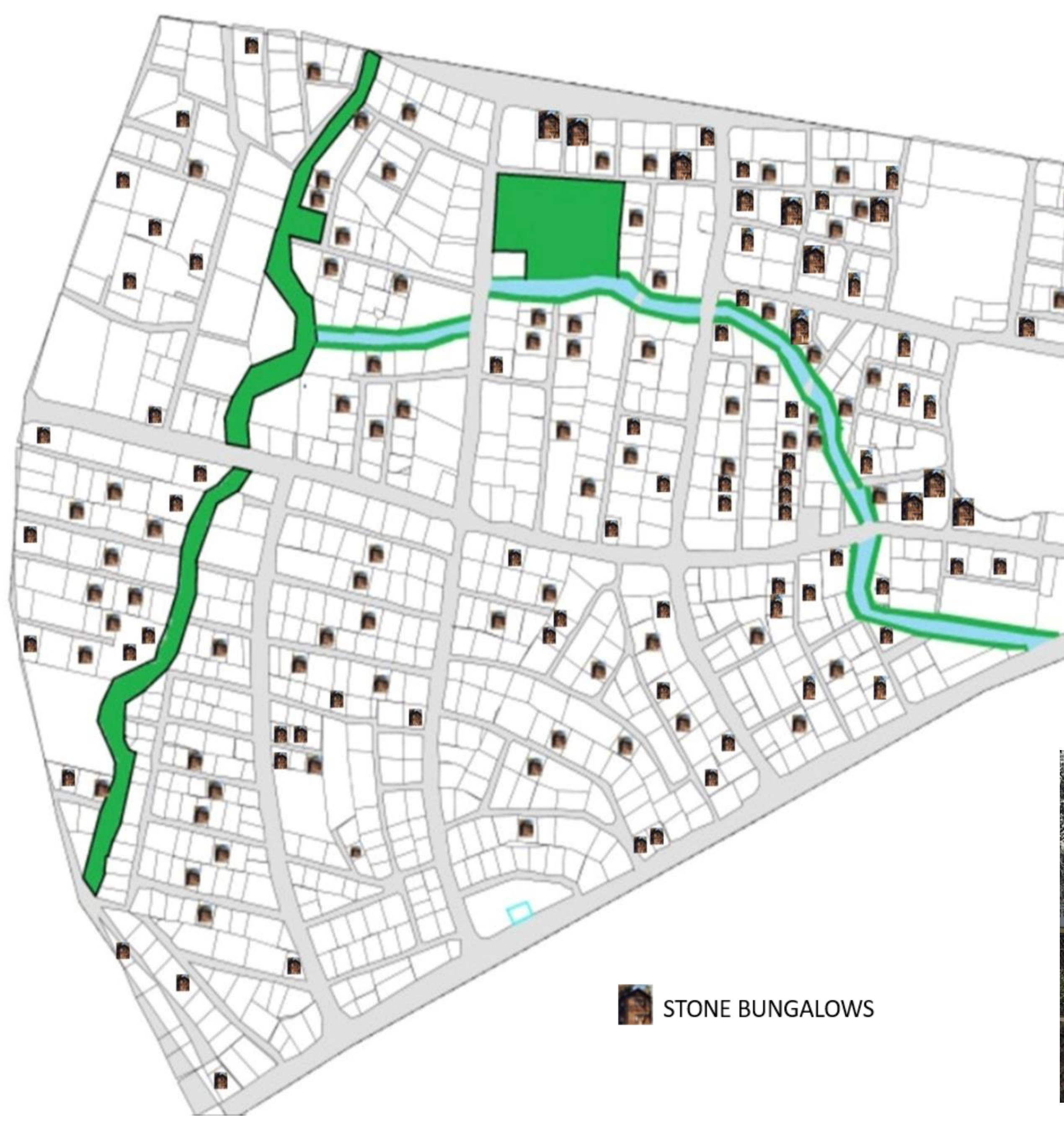
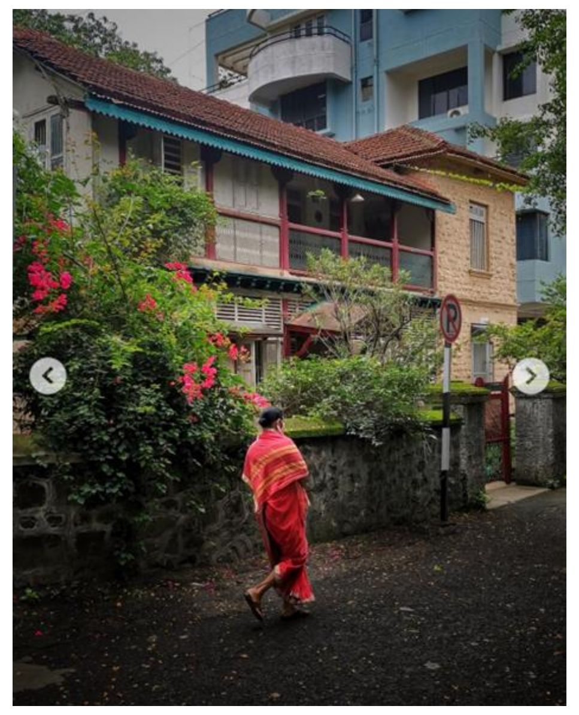
STONE BUNGALOW, SET BACKS, OWNERSHIP TYPE

STONE BUNGALOW

Low-rise scale: Mostly 1–2 storey bungalows with sloping or flat roofs, set back modestly from tree-lined streets.
Cultural value: Built by local elites and architects like U.M. Apte (stone-faced designs) and G.M. Apte & Sons (modernist bungalows). Many structures remain undocumented or unlisted despite aesthetic and historical merit





SET BACKS

Setbacks allow **natural light and ventilation** into buildings.
Provide **privacy** between neighboring properties.
Almost every plot has a setback.

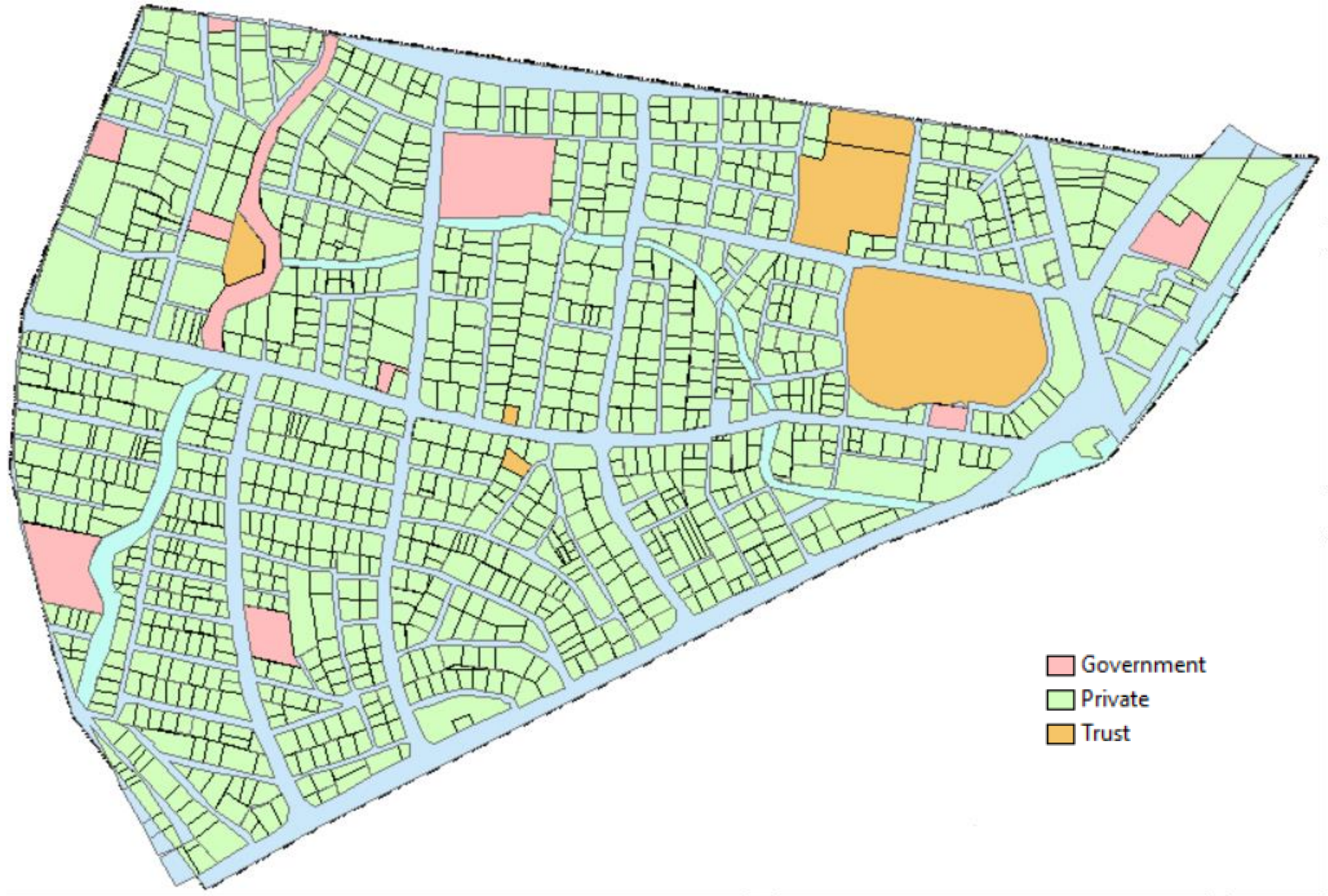
Technical Rule: Setbacks vs. Building Height

- **Marginal Open Space (Side/Rear):** For buildings up to **15 meters** (approx. G+4), a minimum of **3 meters** is usually required.
- **Front Setback:** This is strictly linked to the width of the abutting road. For a standard **12m wide road**, the front setback is generally **6 meters**. This ensures space for future road widening and public utilities

OWNERSHIP TYPE

Ownership Categories

- **Private Ownership :** These represent individual or residential society plots. They are the most dynamic areas, currently undergoing rapid **vertical redevelopment** as owners utilize "Premium FSI" to convert older bungalows into multi-story apartments.
- **Trust :** These are owned by educational, social, or sports trusts. In Deccan Gymkhana, these large land parcels act as **"Urban Anchors,"** preserving low-density pockets and significant green cover that the private sector cannot provide.
- **Government :** These plots are reserved for administrative, public utility, or national heritage purposes. They are strictly regulated and typically have the **lowest ground coverage**, providing essential open space to the neighborhood.



Redevelopment Potential: Private plots are fragmented and often small, leading to "piecemeal" redevelopment. In contrast, large Trust-owned lands allow for **campus-style planning** with integrated open spaces.
Public Realm Impact: The high concentration of Institutional and Government land in this area is why Deccan Gymkhana feels "greener" and more open than other high-density parts of Pune. These owners act as custodians of the area's **environmental health**.
Market Dynamics: Private land ownership drives the local economy and housing supply, while Government/Trust land provides the necessary **social infrastructure** (schools, colleges, hospitals, and parks).

पी. वाय. सी. हिंदू जिमखाना

SETBACKS AND OWNERSHIP

6

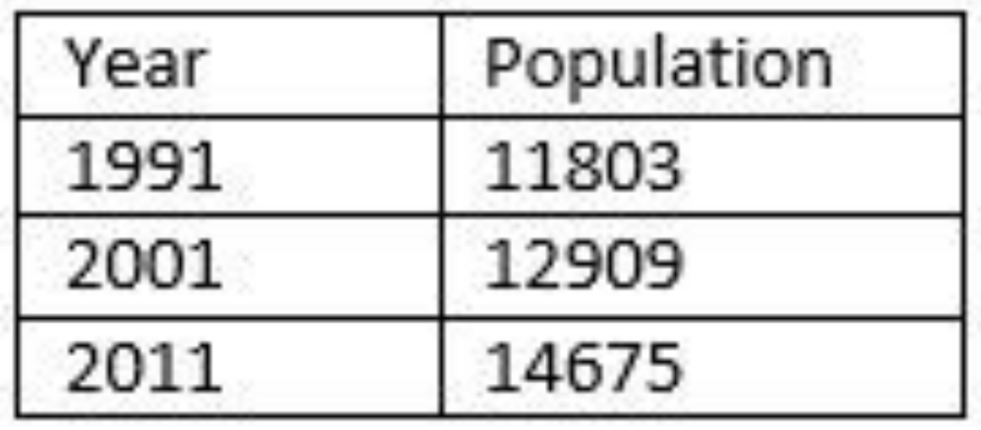
Planning and Design Studio-II

Area Appreciation :
Prabhat Road -- Erandwane –
Deccan – ILS road and it's
precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :
Anmol Sontakke
(622514010)

FIGURE GROUND MAP

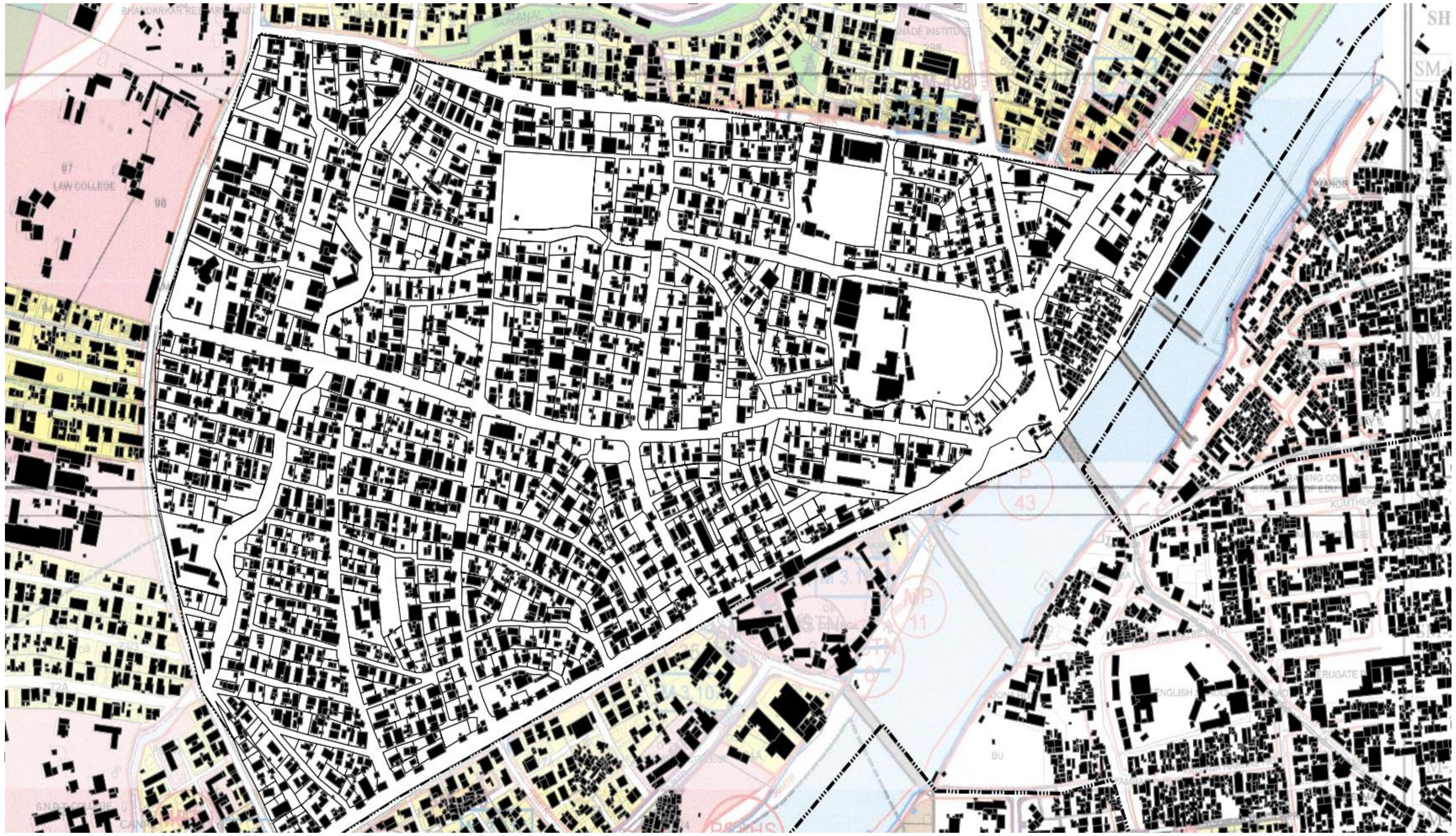


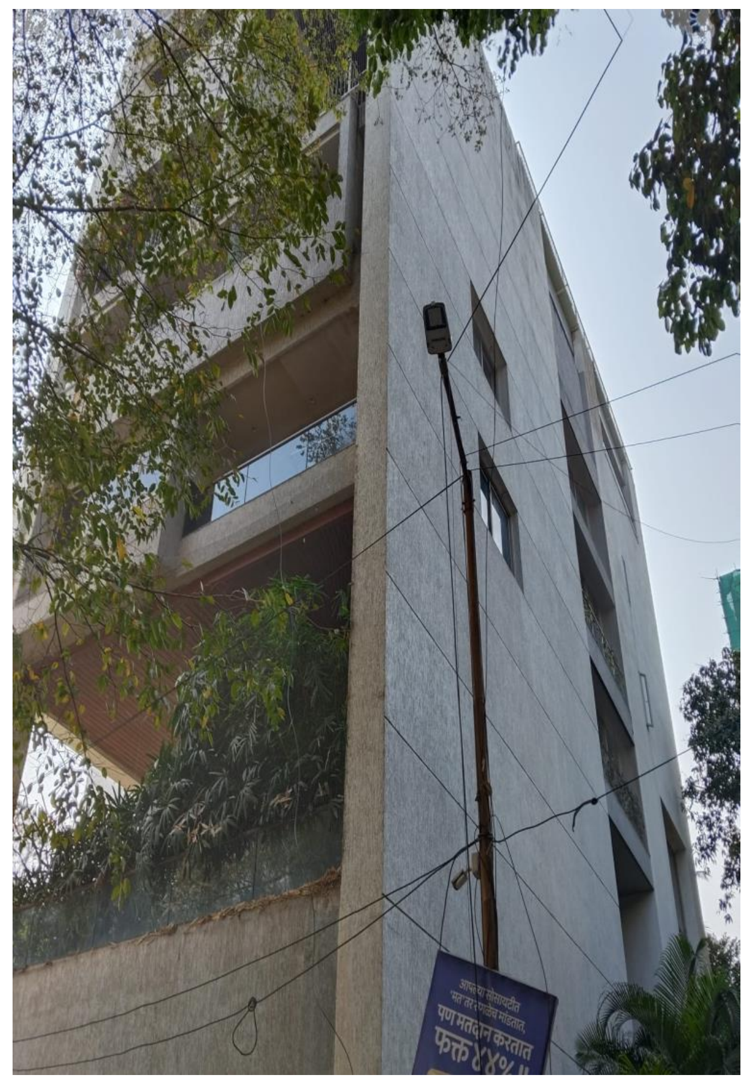
Year	Population
1991	11803
2001	12909
2011	14675

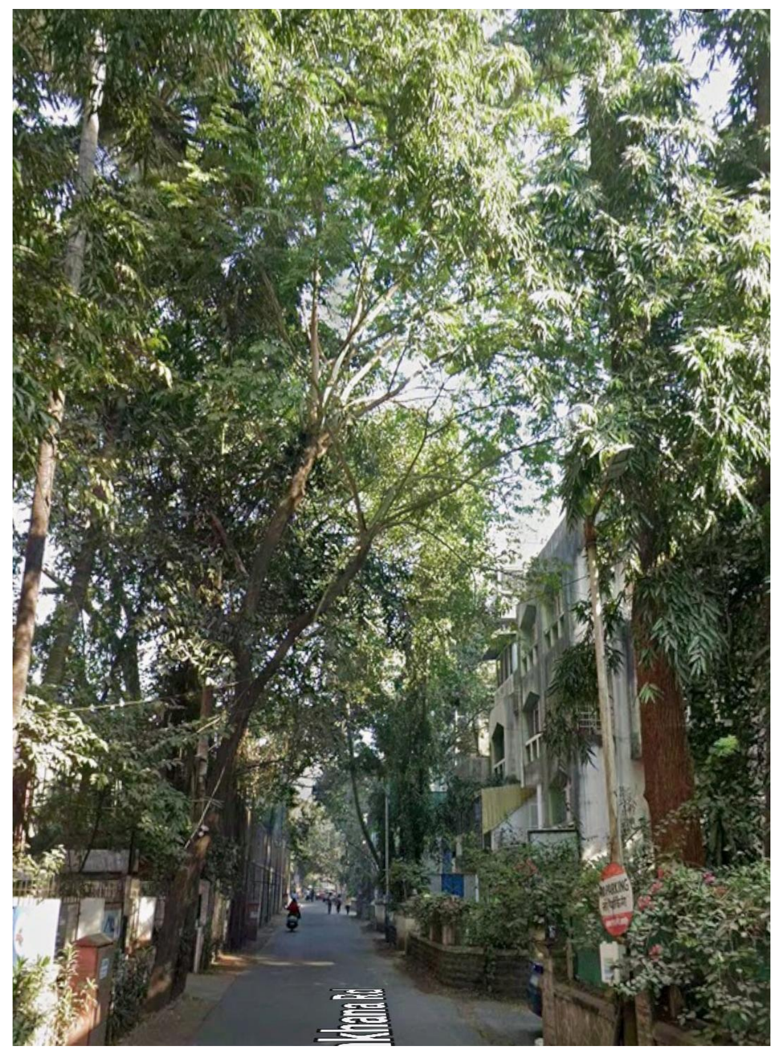
Source : *https://www.pmc.gov.in/en/b/city-census-population*

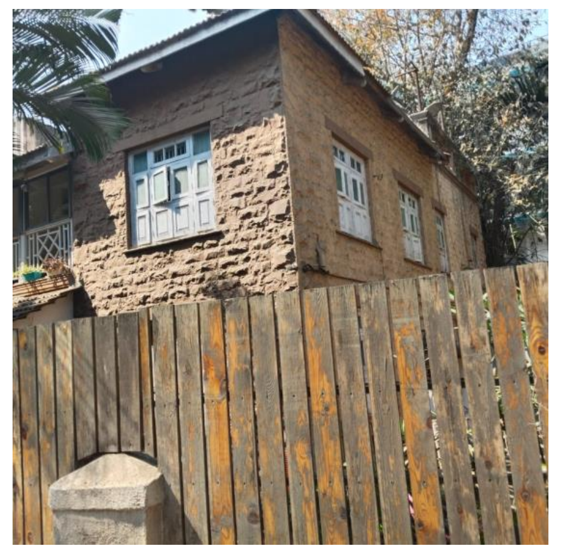
Building Typology on Prabhat RoadPrabhat Road is characterized by a transition from low-rise heritage bungalows to mid-rise premium apartments.Vada/Bungalow Roots: Historically, the area featured large independent plots with deep setbacks and abundant greenery.Redevelopment Trend: Most current housing consists of G+4 to G+7 standalone apartment blocks. These are typically "redeveloped" projects where a single bungalow was replaced by 6–12 luxury flats.Institutional Influence: The typology is also influenced by the proximity to the FTII and various research institutes, leading to a mix of high-end residential use and quiet, colonial-era institutional footprints

The population for the Prabhat Road area shows a steady, linear growth, increasing from 11,803 in 1991 to 14,675 in 2011. Unlike high-density urban spikes seen elsewhere in Pune, this area's distinct bungalow-heavy and low-rise apartment typology limits rapid vertical expansion.By using the Arithmetic Projection Method, you are assuming a constant absolute increase per decade. This is the most appropriate choice for "mature" or "saturated" residential precincts like Prabhat Road, where established building footprints and heritage constraints prevent the exponential growth often found in developing suburbs.







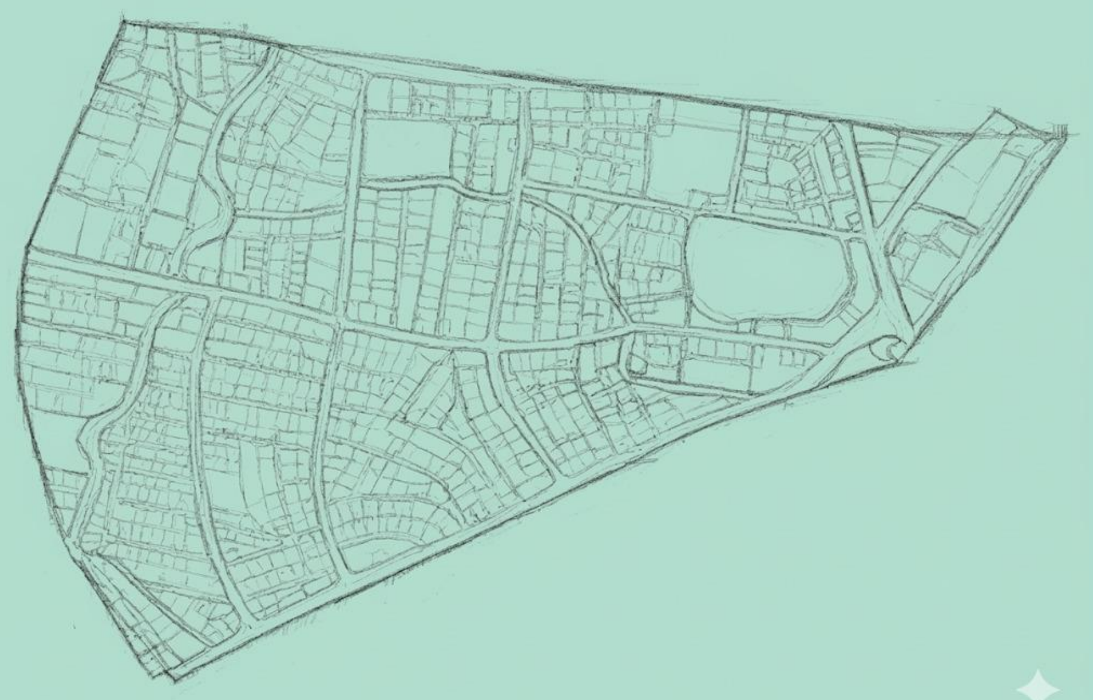


This **figure-ground map** illustrates the urban evolution of Pune's Prabhat Road. The **coarse-grained blocks** represent traditional, low-density **bungalows** with ample open space, reflecting the area's colonial-era heritage. In contrast, **highly fragmented, dense clusters** signify recent **redevelopment**, where vertical apartment complexes maximize ground coverage. This visual contrast highlights the shift from garden-suburb tranquility to a modern, intensified urban fabric

FIGURE GROUND MAP

5

Planning and Design Studio-II



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Presented By :
Rounak Singh (622514050)

PUBLIC TRANSPORTATION INFRASTRUCTURE

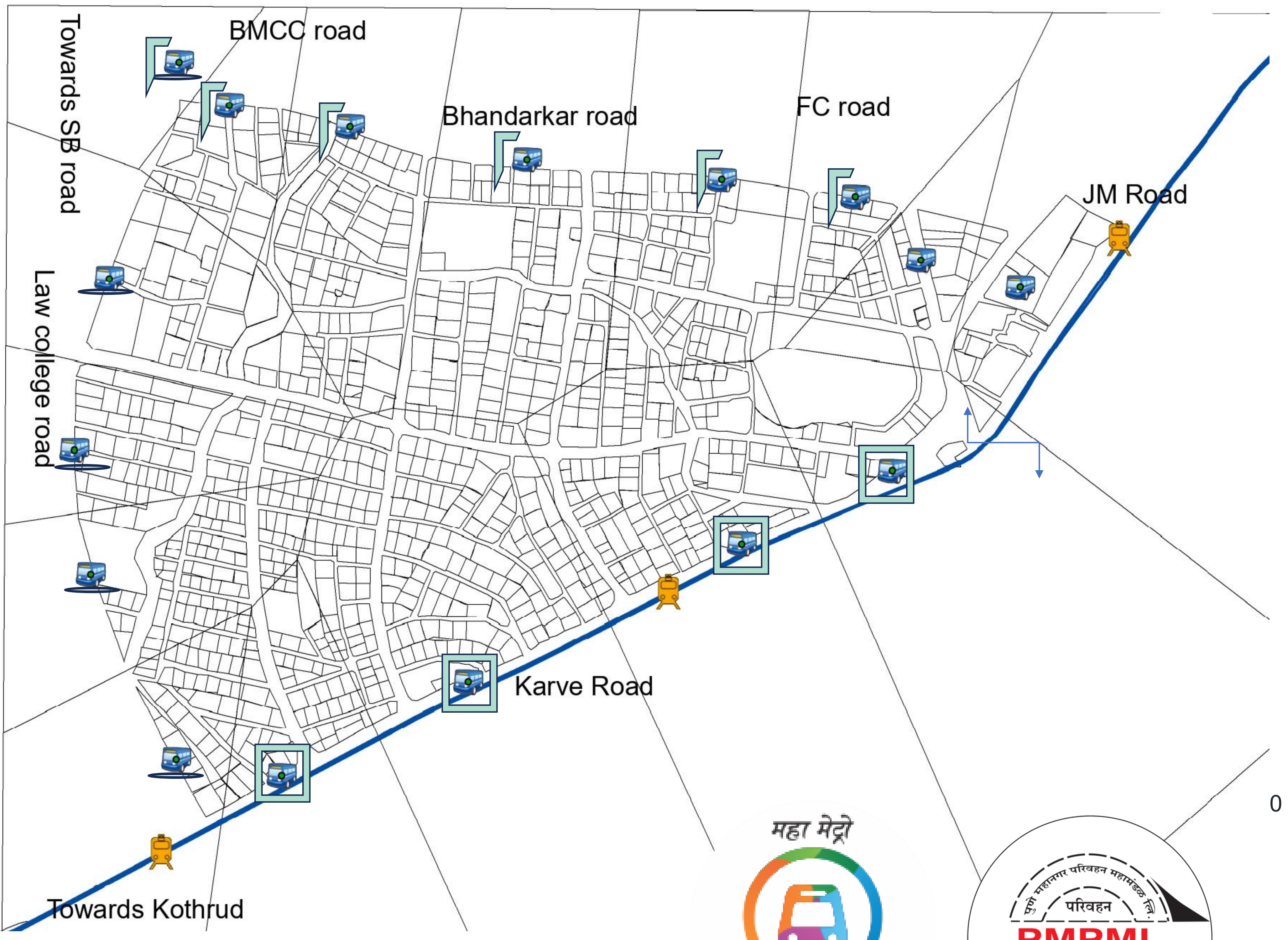
Services run daily from **06:00 AM to 11:00 PM**. Trains arrive every **6 minutes** during peak hours (08:00–11:00 AM, 04:00–08:00 PM) and every **10 minutes** otherwise., Aqua line **Vanaz–Ramwadi** route (14.5 km) takes 37 minutes.

Station Core: The central platform area is located adjacent to the **Z-Bridge (Gadgil Bridge)**, which is restricted to two-wheelers. integration with the surrounding urban landscape

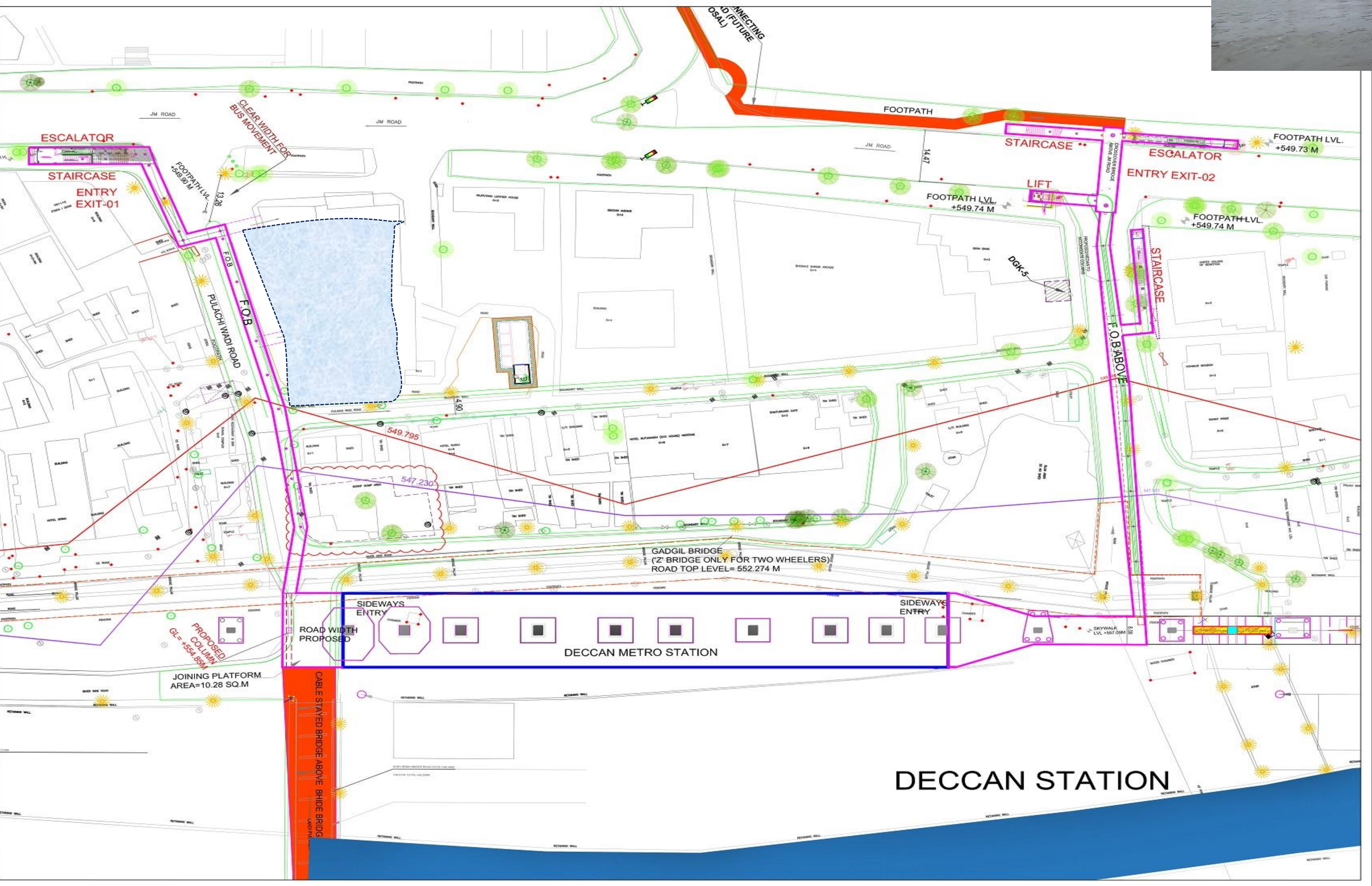
Accessibility: Two major **Foot Over Bridges (FOBs)**, marked in pink, provide pedestrian access via a network of **escalators, staircases, and lifts** (Entry/Exit 01 and 02).

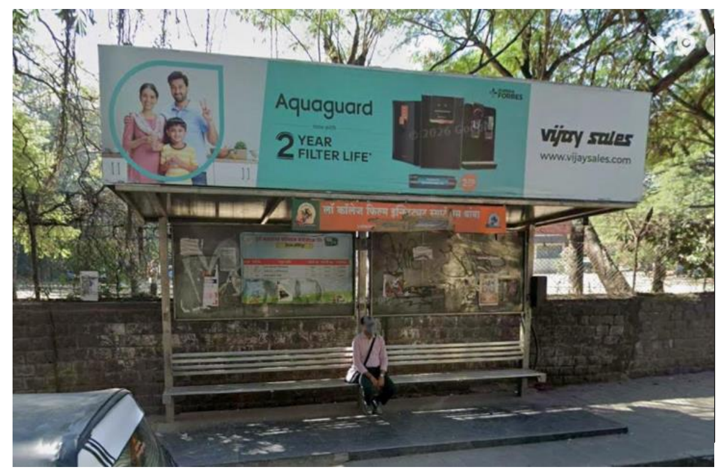
the station is 26m high, 28m wide and 140m long. Its design is inspired by the *Mavala Pagadi* (turban)

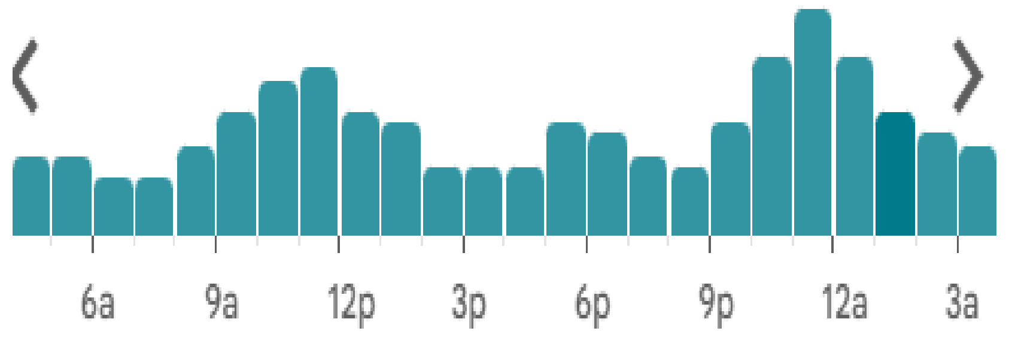
Involve transfers at major stands like Shivajinagar or Swargate for farther areas (e.g., Katraj, Hadapsar, Kharadi, Nigdi, or airport via route. Fuel type of Buses CNG (Non-AC) or Electric (AC). Nearest depots Kothrud and Ma.Na.Pa. 3 metro stations Nal Stop (SNDT) , Garware Clg and Deccan


BMCC road
Towards SB road
Law college road
Bhandarkar road
FC road
JM Road
Karve Road
Towards Kothrud

The **Baba Bhide Bridge** (Bhide Pul) is a critical low-level causeway in Pune that is currently being transformed by the construction of a new **Foot Over Bridge (FOB)** by Maha Metro 150 m cable-stayed pedestrian bridge


JM ROAD
CLEAR WIDTH FOR BUS MOVEMENT
FOOTPATH
ESCALATOR
STAIRCASE
ENTRY EXIT-01
FOOTPATH LVL +549.90 M
13.26
F.O.B
PULACHI WADI ROAD
14.47
STAIRCASE
ESCALATOR
ENTRY EXIT-02
FOOTPATH LVL. +549.73 M
LIFT
FOOTPATH LVL +549.74 M
FOOTPATH LVL. +549.74 M
DGK-5
STAIRCASE
F.O.B ABOVE
4.90
549.795
547.230
GADGIL BRIDGE
('Z' BRIDGE ONLY FOR TWO WHEELERS)
ROAD TOP LEVEL= 552.274 M
SIDEWAYS ENTRY
SIDEWAYS ENTRY
ROAD WIDTH PROPOSED
PROPOSED COLUMN GL= +554.85M
DECCAN METRO STATION
SKYWALK LVL +557.05M
JOINING PLATFORM AREA=10.28 SQ.M
CABLE STAYED BRIDGE ABOVE BHIDE BRIDGE
DECCAN STATION





डेक्कन जिमखाना (पी. एम. पी. एम.

Renovation: The stand was recently upgraded as part of a "design studio project," featuring improved signage and passenger information boards. It serves as a critical interchange point for routes connecting central Pune to the suburbs.

TRANSPORTATION & MOBILITY

09

Planning and Design Studio-II

Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

- ❑Thiessen polygons of bus stops intersected with base map for defining area of influence
- ❑Key technical set-up map of the junction
- ❑Pedestrian flow modelling + metro bus corridor.

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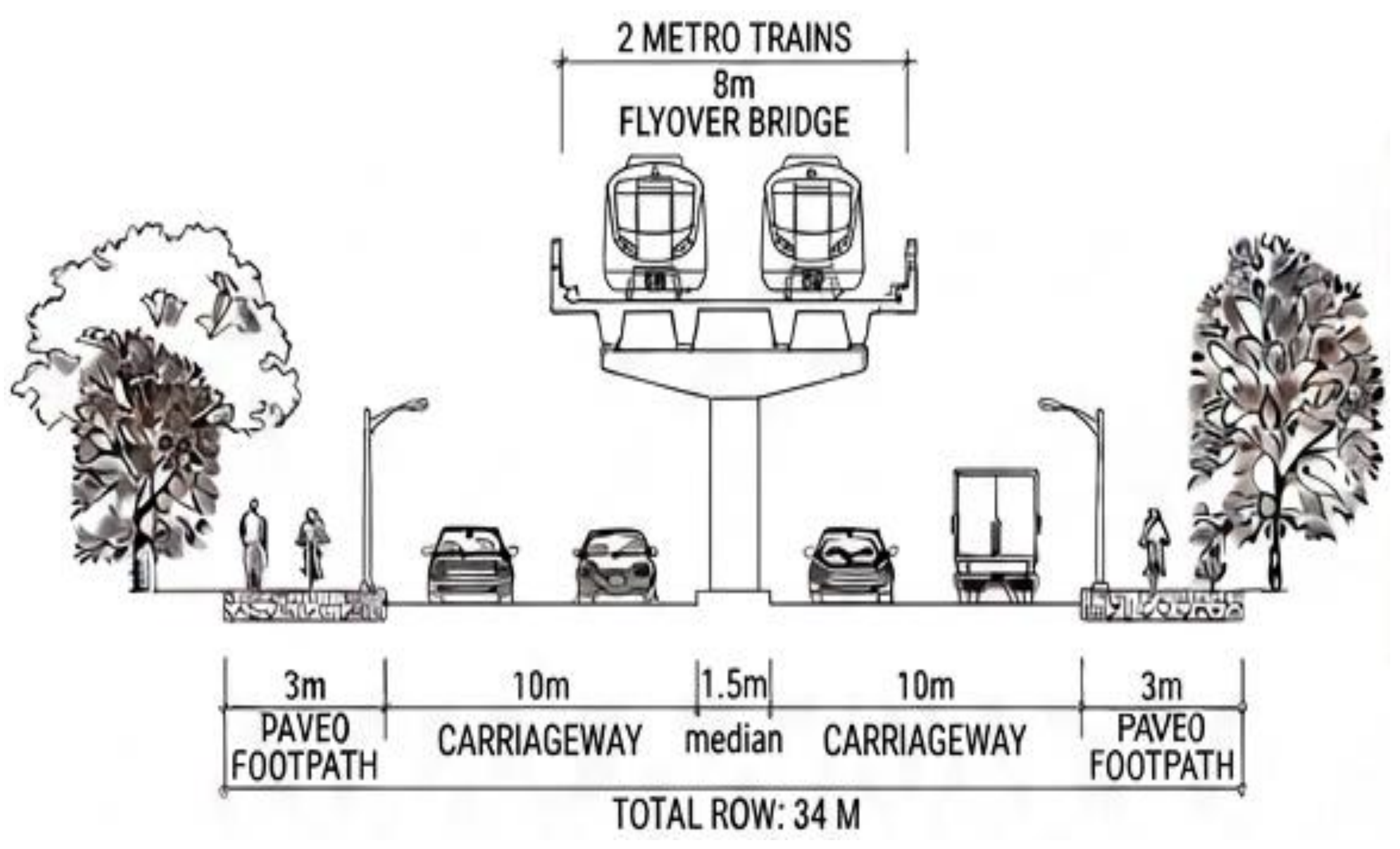
Presented By :
Rounak Singh (622514050)
Yashasvi Patil (622514081)

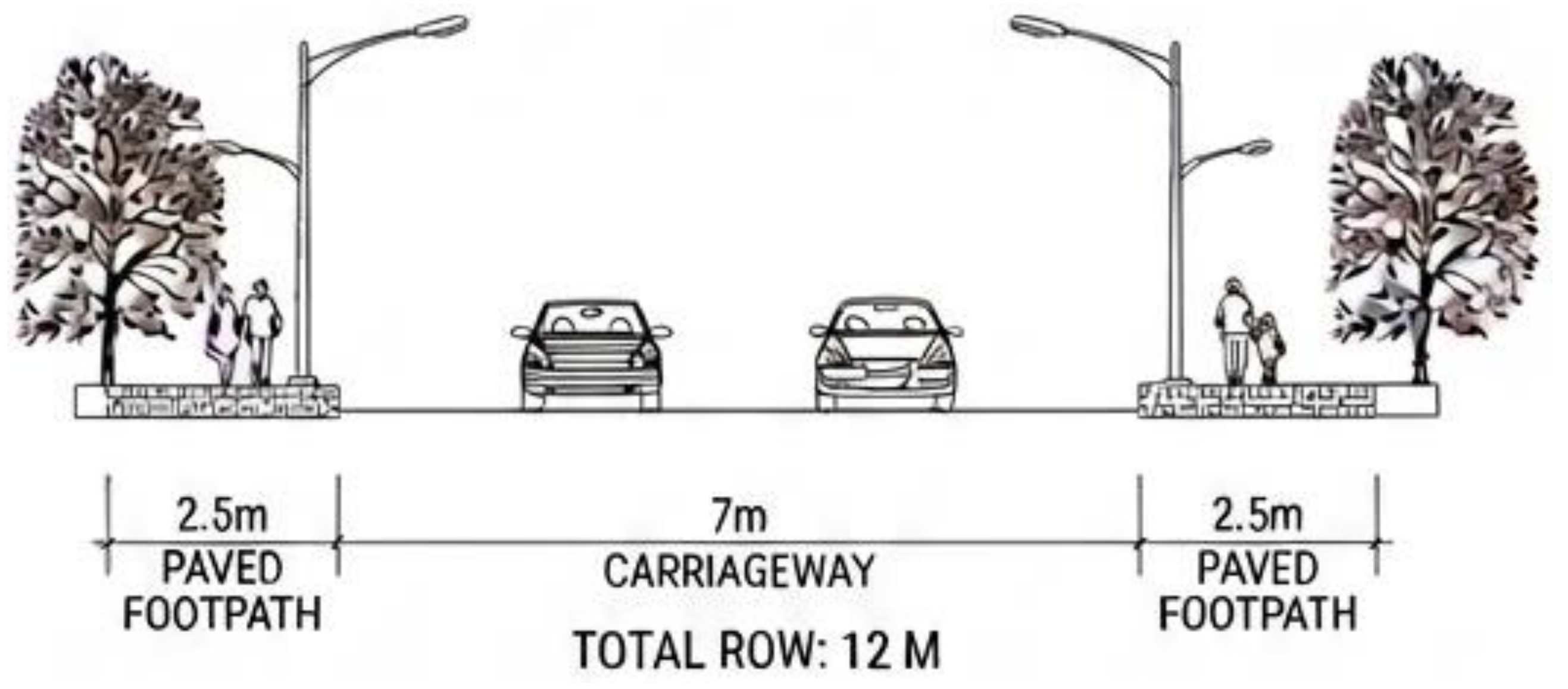
TRANSPORTATION

CROSS-SECTIONS OF ROADS

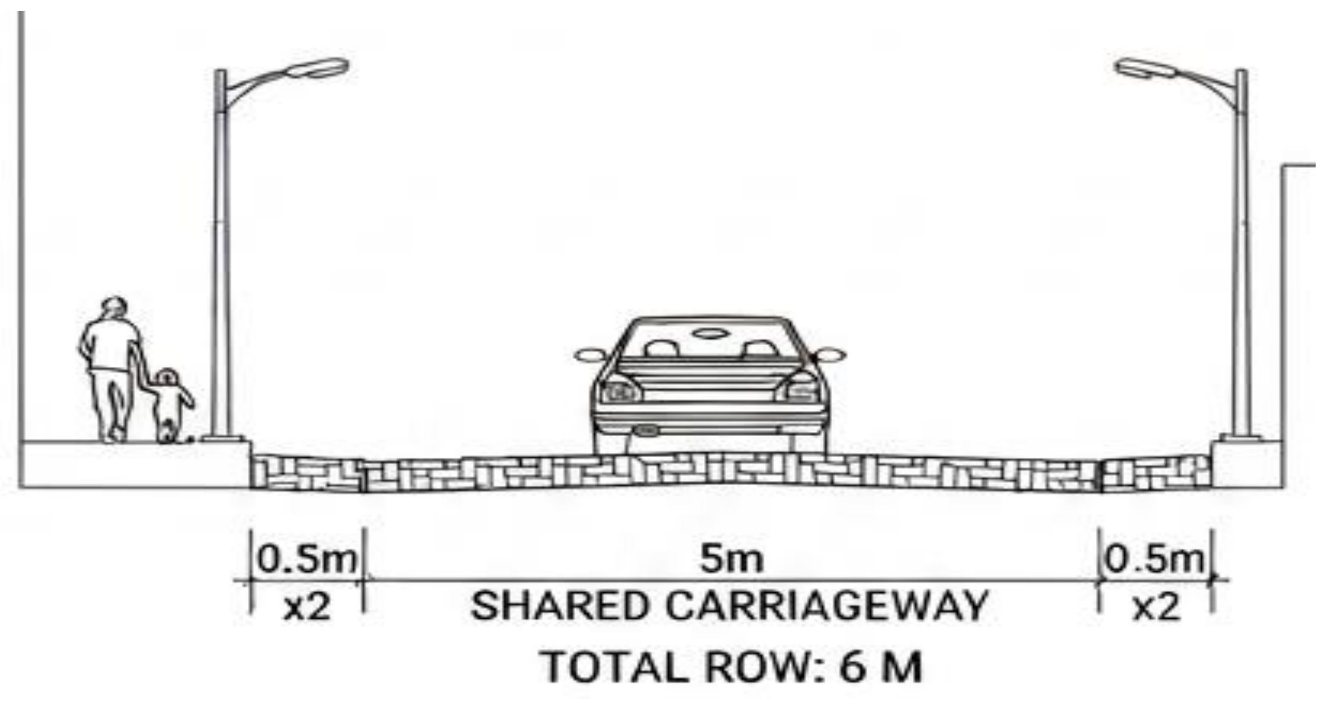

2 METRO TRAINS
8m
FLYOVER BRIDGE
3m
PAVEO
FOOTPATH
10m
CARRIAGEWAY
1.5m
median
10m
CARRIAGEWAY
3m
PAVEO
FOOTPATH
TOTAL ROW: 34 M

Arterial Road – Karve Road

Collector Road : Prabhat road


2.5m
PAVED
FOOTPATH
7m
CARRIAGEWAY
TOTAL ROW: 12 M
2.5m
PAVED
FOOTPATH

Bhandarkar Road


0.5m
x2
5m
SHARED CARRIAGEWAY
TOTAL ROW: 6 M
0.5m
x2

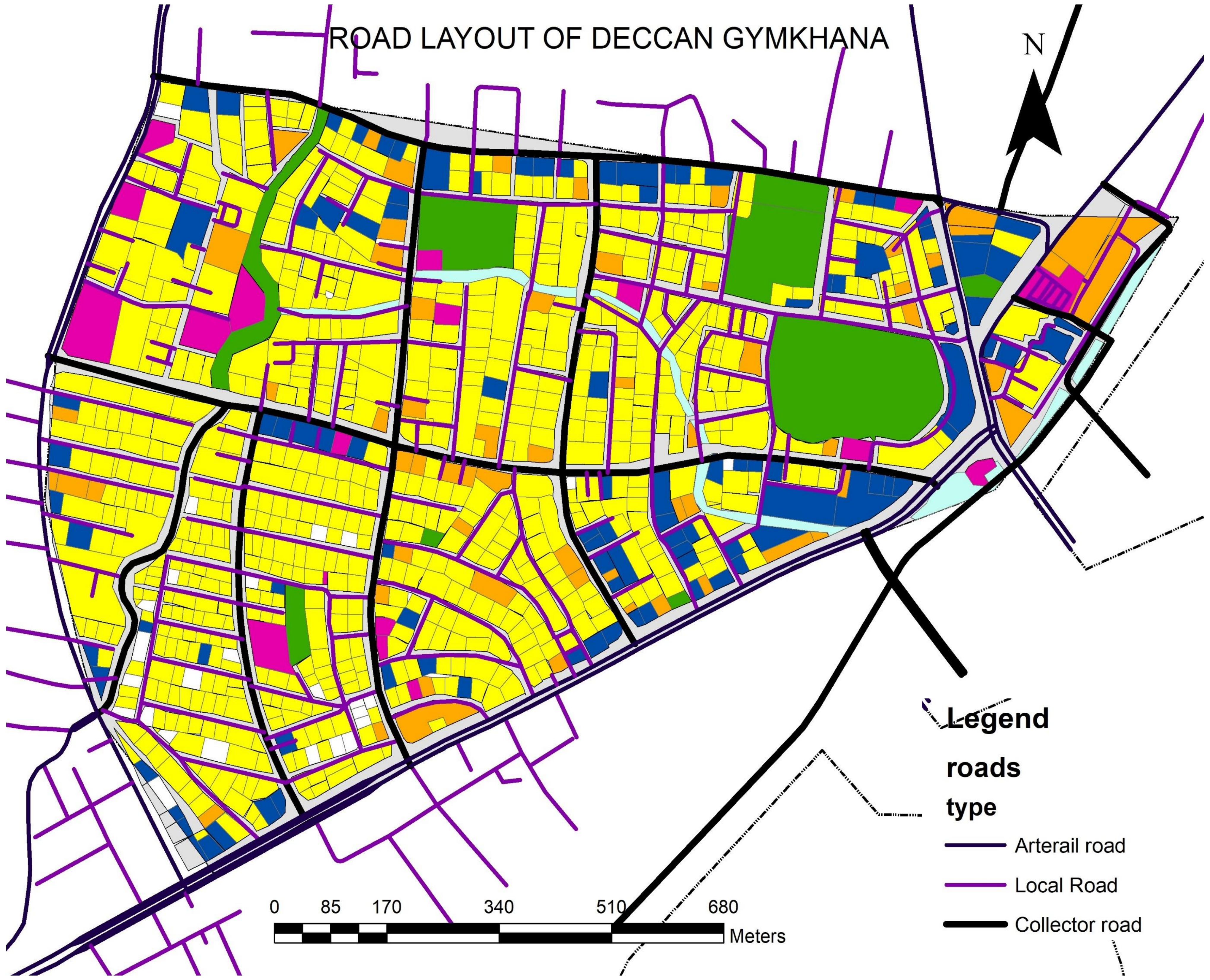
Lane no. 15

There are Three Main Junctions In Deccan Gymkhana area, namely 1. Deccan Corner Junction 2. Goodluck Chowk 3. Garware College Chowk

Deccan corner

Goodluck Chowk

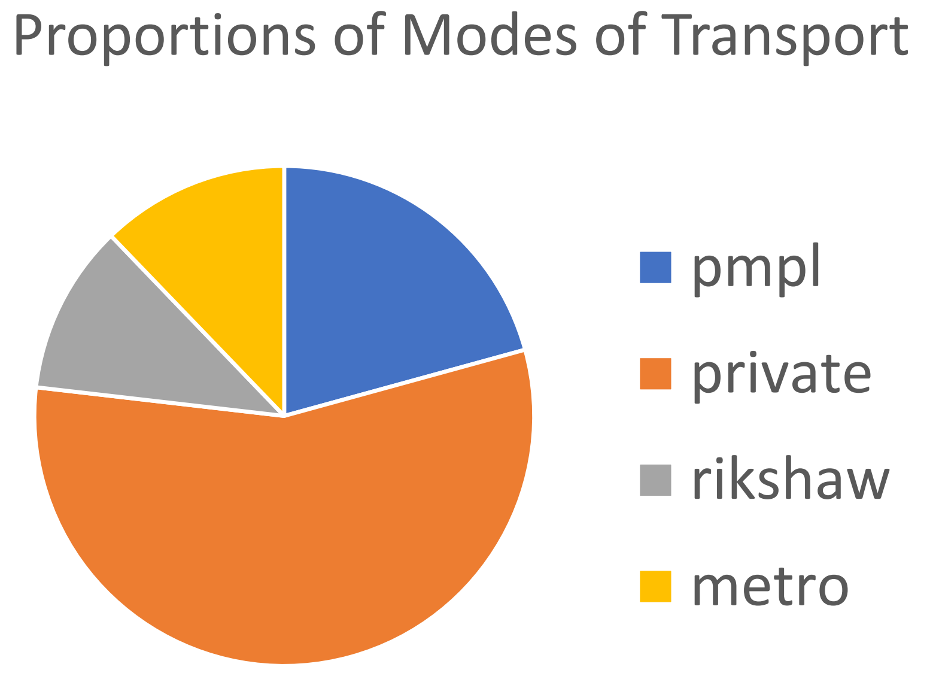
Garware Chowk

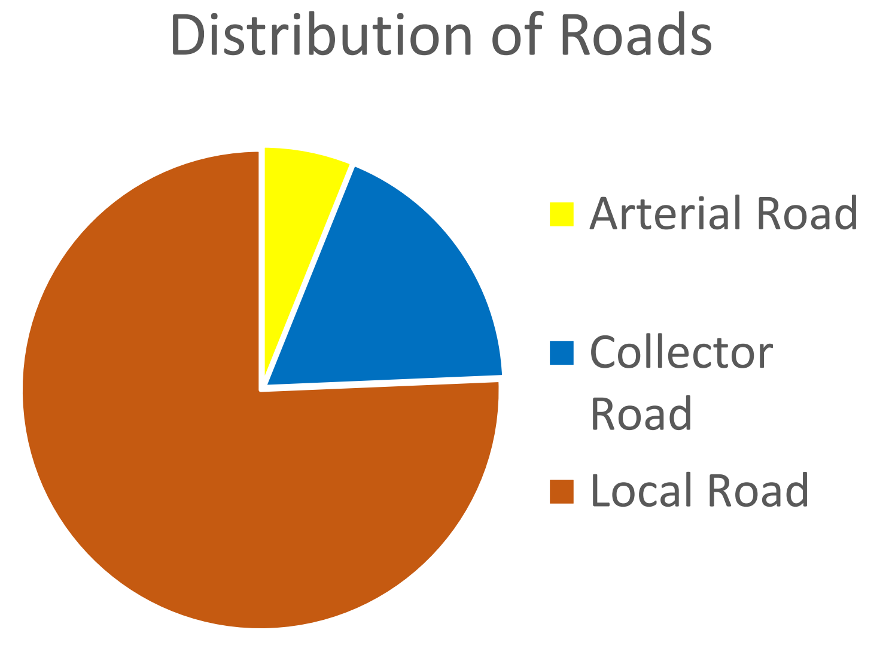

ROAD LAYOUT OF DECCAN GYMKHANA
N
0
85
170
340
510
680
Meters
Legend
roads
type
Arterail road
Local Road
Collector road

Type of road	Description	width	example
Arterial road	Main roads for quick movement of Traffic through urban areas	30-36m	Karve Road , Law college road
Collector Road	Connector between Local road and Arterial road	10-15m	Bhandarkar road, Prabhat road,DR.Ketkar road,
Local Road	Paths to Buildings homes,buildings (Plots)	7-8m	Lane no 12,13,14,15,16,etc

Observations

1. The Area is known for its green roads
2. Discontonous and enchrochment of footpaths by vendors and food stalls
3. Even/odd parking is provided at very few places
4. Water stagnation on roads during mansoon symbolize poor drainage during overload
5. Dead end roads connected to multiple plots at a time

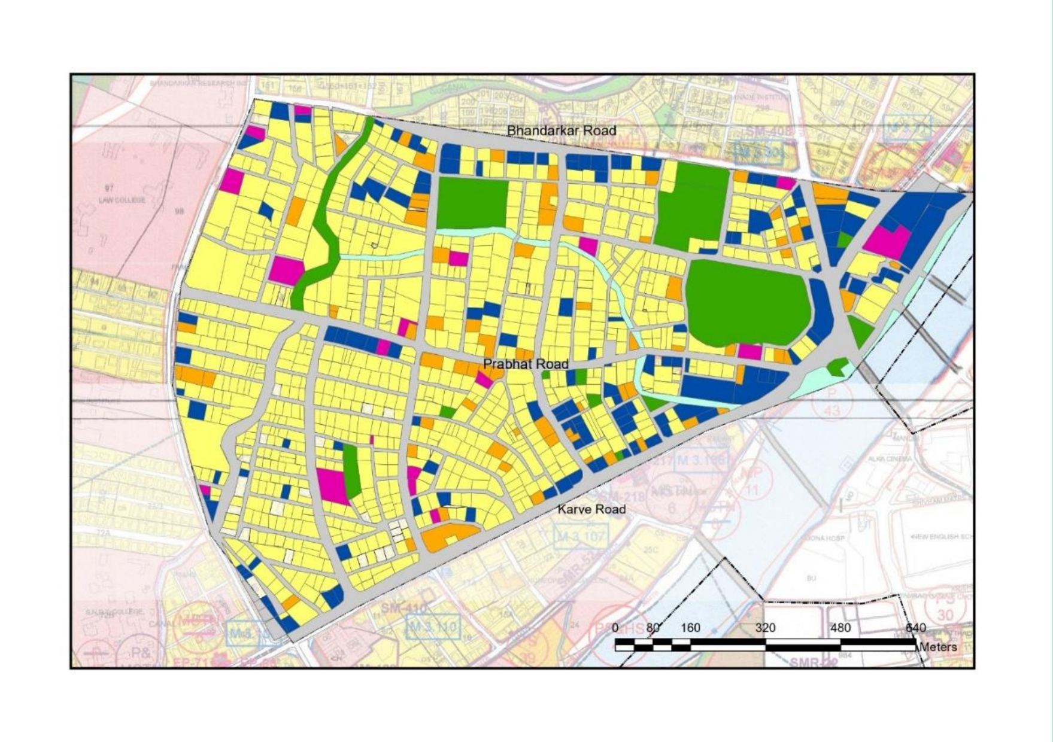




Transport – Road Inventory

11

Planning and Design Studio-II



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Presented By :
Veena Khalane
(622514076)
Ajay Kore (622514006)

TRANSPORTATION

Sign board outside hirvai udyaan

Parking exactly under No Parking Board

Enchrochment on collector road by street vendors , parking of employees,visitors in commercial building .

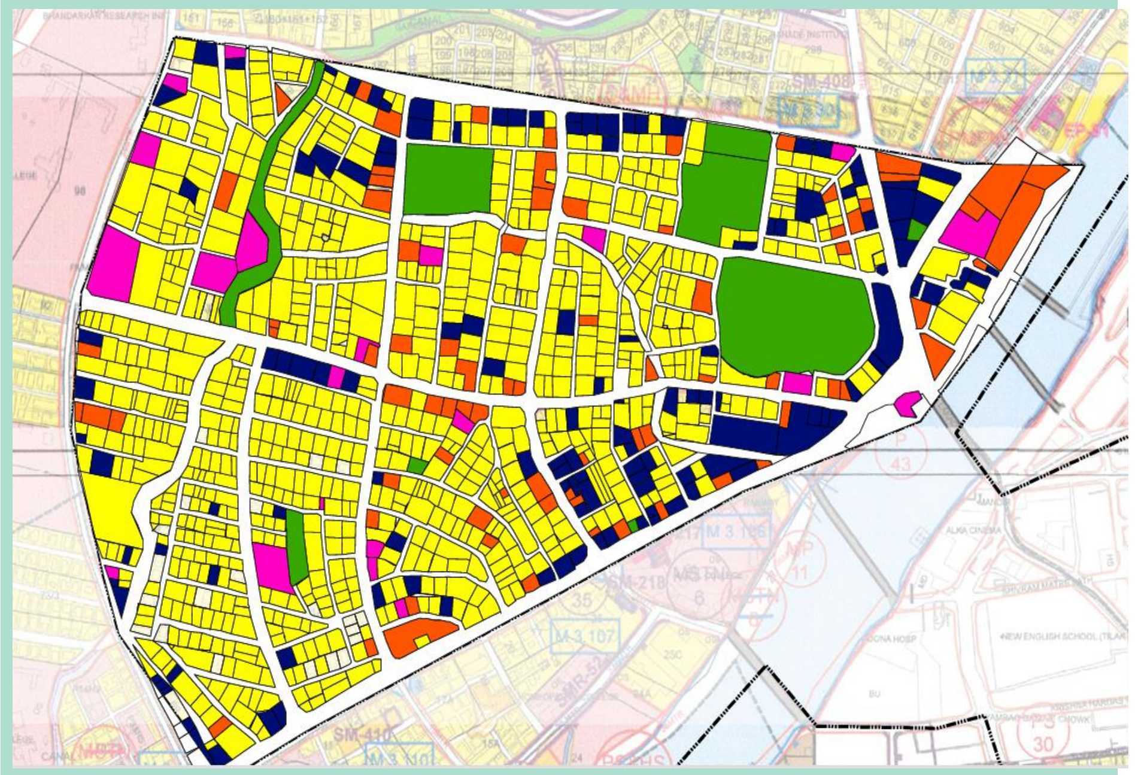
Here, some officials are digging road and handling cables of some purpose

Enchrochment by food stalls on footpaths

TRANSPORTATION & MOBILITY

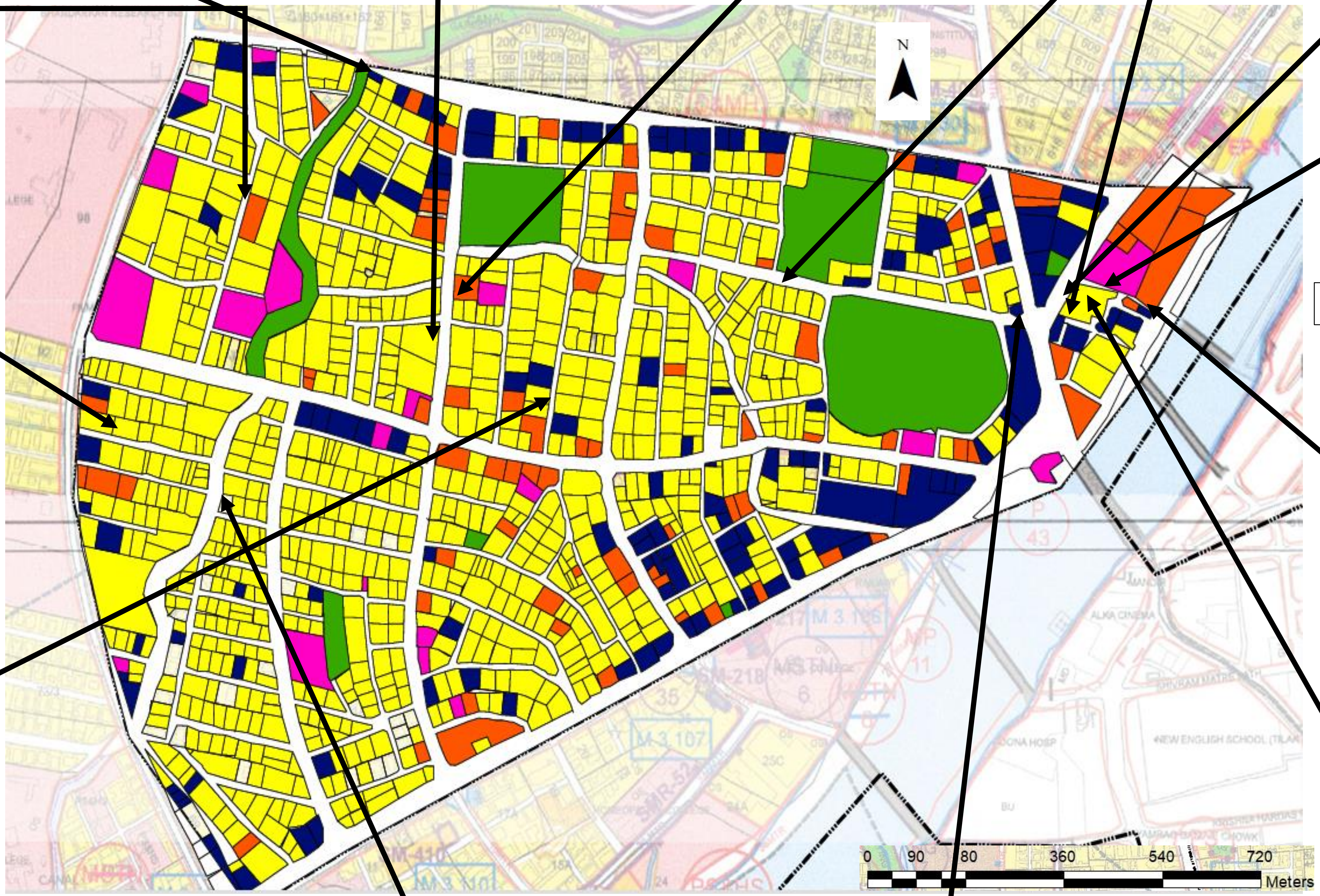
10

Planning and Design Studio-II



Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

The image shows Lane no. 15 area in front of Swami Vivekananda school and Symbiosis school. P1/P2 parking system is provided by showacasing sign boards but not followed and cars are parked on both sides of road despite having a child sensitive area



Parking and Selling un miserable way

Lane following P1/P2 Parking system as vehicles are parked on only one side of raod according to date

No parking sign followed

1. Footpaths
- Surface Material: Primarily interlocking pavers on arterial roads (F.C. Road/J.M. Road)
- Obstruction : High density of utility poles and transformer boxes at few places. Overgrown tree roots lift the pavers and cause breakage of footpath at many spots .Enchrochment is seen majorly.
- Universal Accessibility : Presence of curb ramps at amjor junctions often blocked by parking

No sign boards about Parking hence vehicles are parked randomly on road on both sides . Road name : DR.Shripathi Shashtri road

STRRET LIGHTS
High mast LED lighting on main roads: standard pole mounted LEDs in lanes . Footpath illumination is often blocked by thick tree canopies . There are insufficient street lights in some internal lanes .

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Preet Sherkhane
622514043

EDUCATION FACILITES

Educational Infrastructure

Schools

Colleges

Primary Schools

Anganwadi/ Pre-primary

Higher secondary schools

Colleges & universities

ITI/Polytechnic / Skill centres

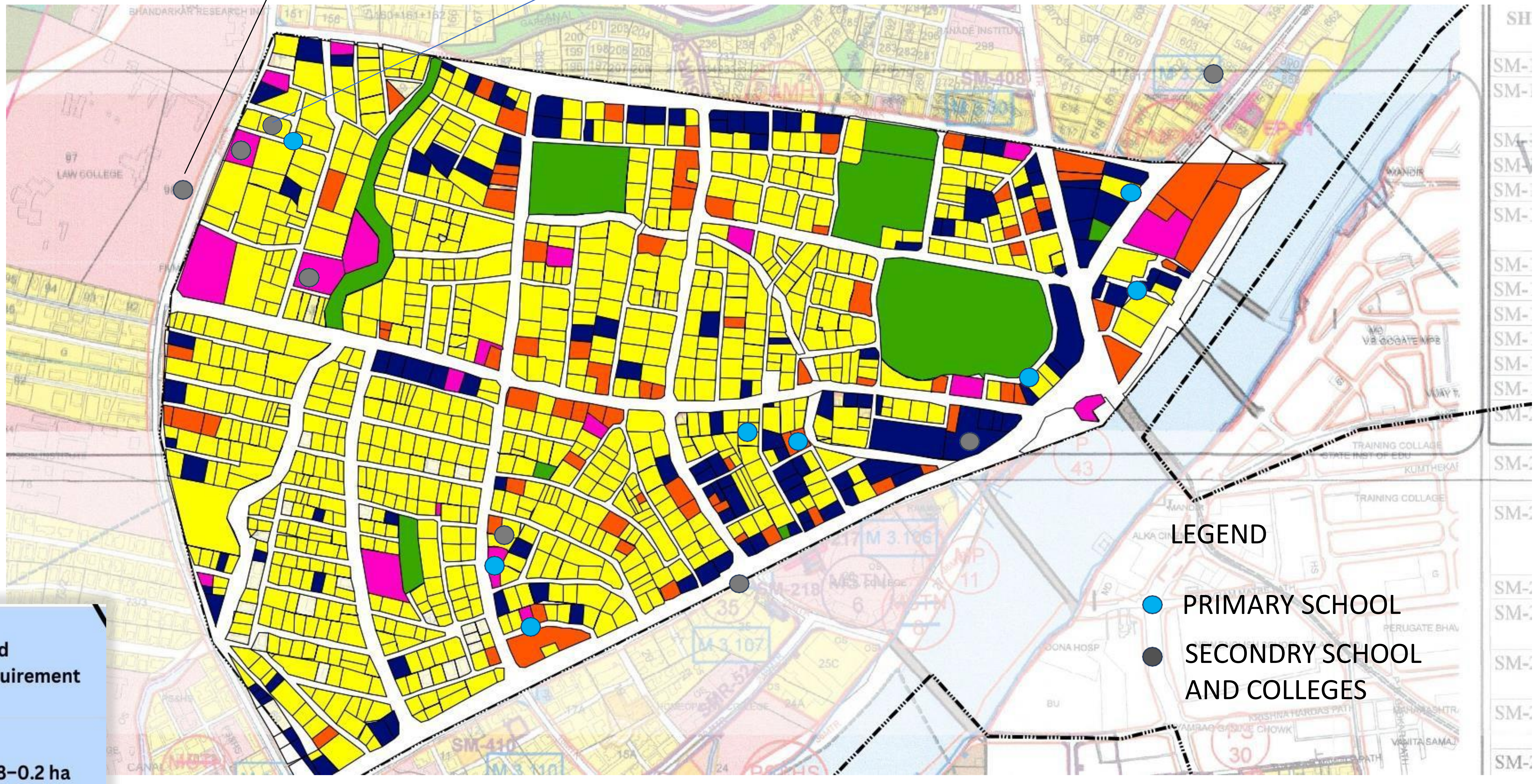
Libraries & study centres

Coaching institutes (in urban studies - optional)

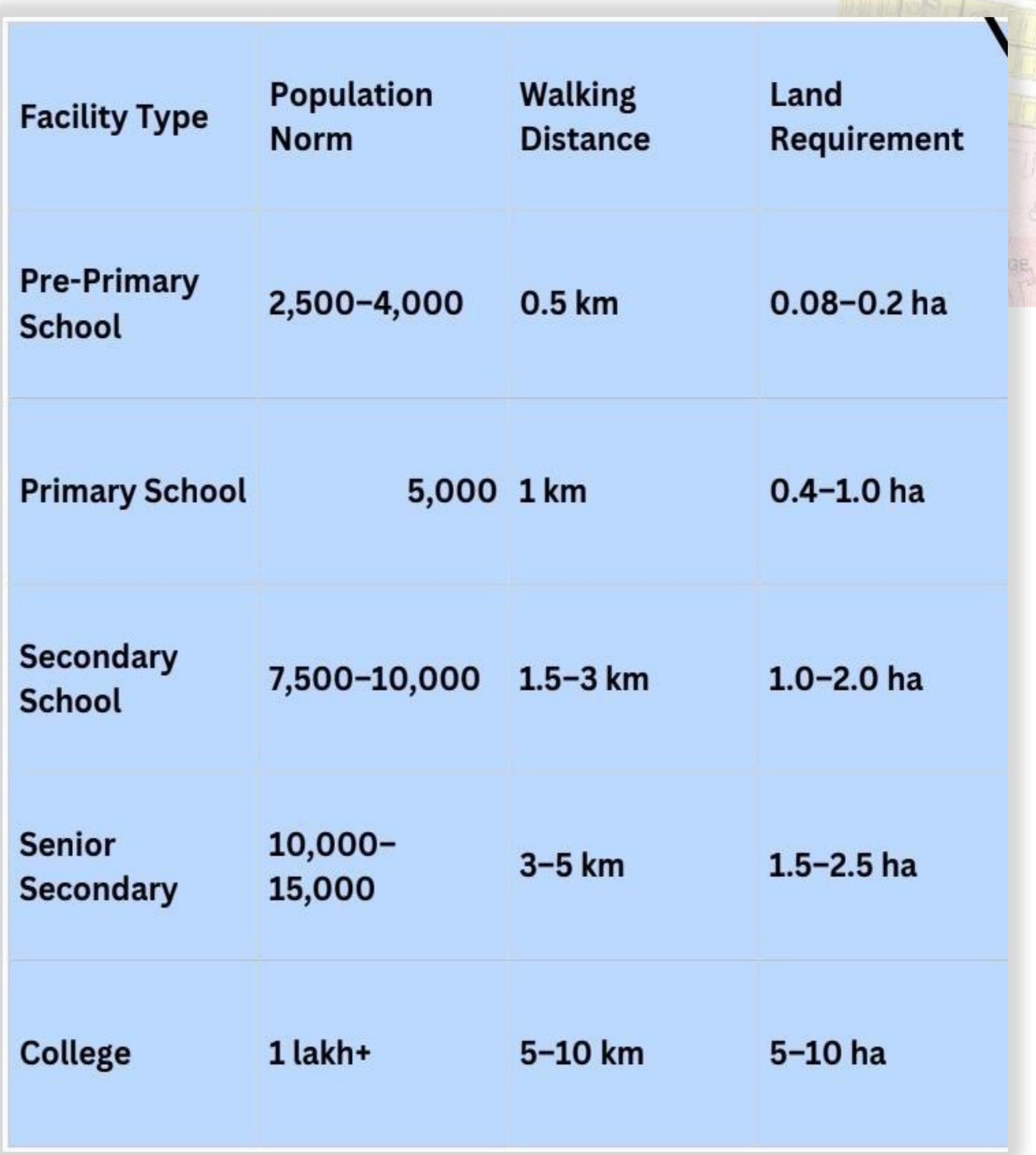
ILS LAW COLLEGE

PANDITRAO AGASHE SCHOOL

FERGUSSON COLLEGE



● URDPFI NORMS



Facility Type	Population Norm	Walking Distance	Land Requirement
Pre-Primary School	2,500–4,000	0.5 km	0.08–0.2 ha
Primary School	5,000	1 km	0.4–1.0 ha
Secondary School	7,500–10,000	1.5–3 km	1.0–2.0 ha
Senior Secondary	10,000–15,000	3–5 km	1.5–2.5 ha
College	1 lakh+	5–10 km	5–10 ha

SYMBIOSIS SCHOOL

GARWARE COMMERCE COLLEGE

VIMLABAI GARWARE SCHOOL

ACTIVITY MAPPING

Planning and Design Studio-II

Area Appreciation :
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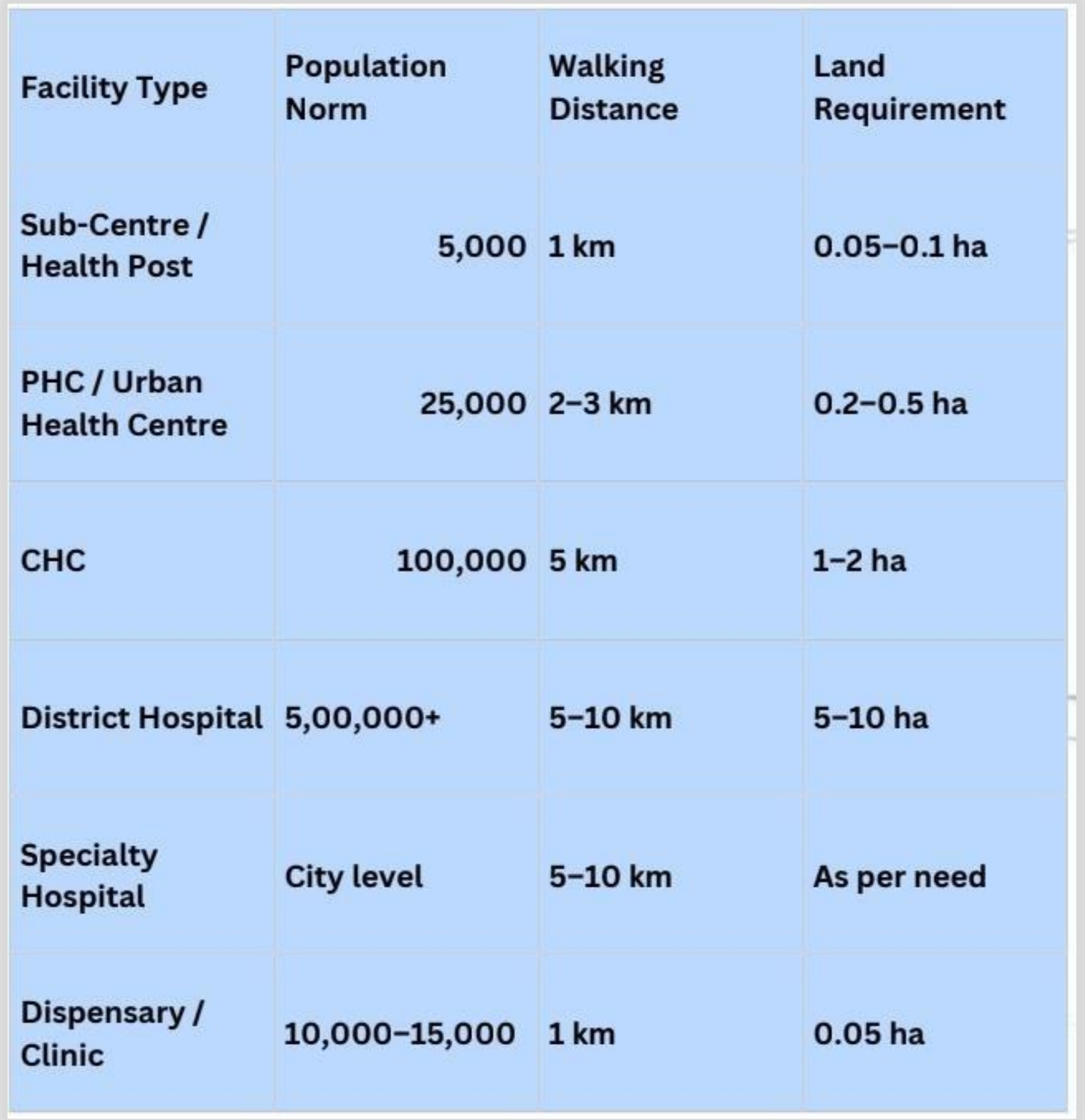
Presented By :
Yadnesh
Watane(622514079)

HEALTHCARE FACILITES

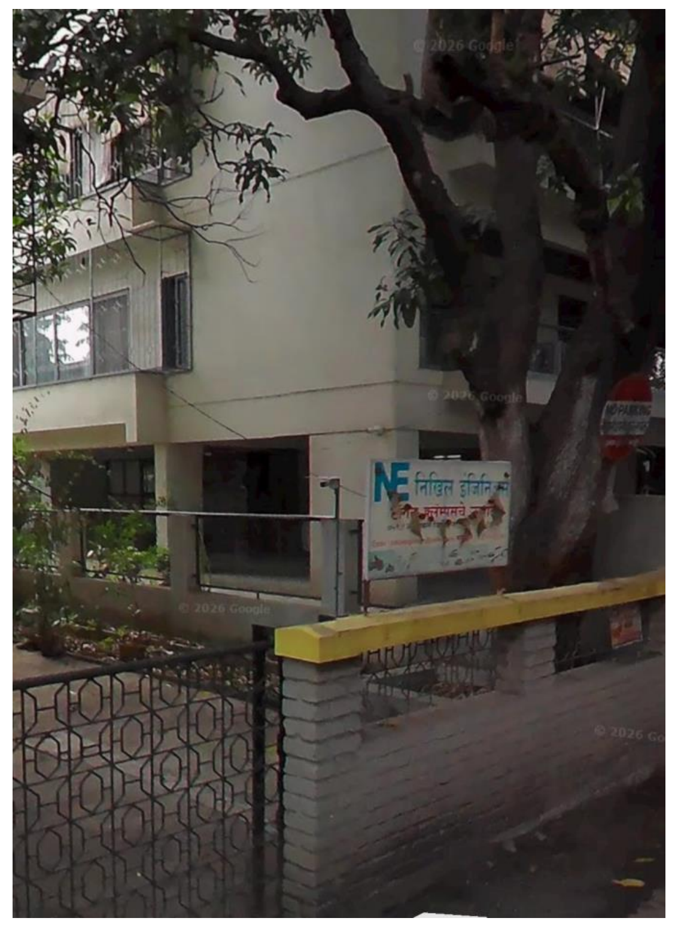
- Deccan Gymkhana area has good healthcare infrastructure with hospitals, clinics and pharmacies.
- Nearby major hospitals like Sahyadri Super Speciality Hospital provide advanced medical facilities.
- The area has many private clinics and have regular health check-ups.
- Pharmacies and medical stores are easily available in the area.
- Due to good road connectivity, emergency medical services are easily accessible.

● URDPFI NORMS



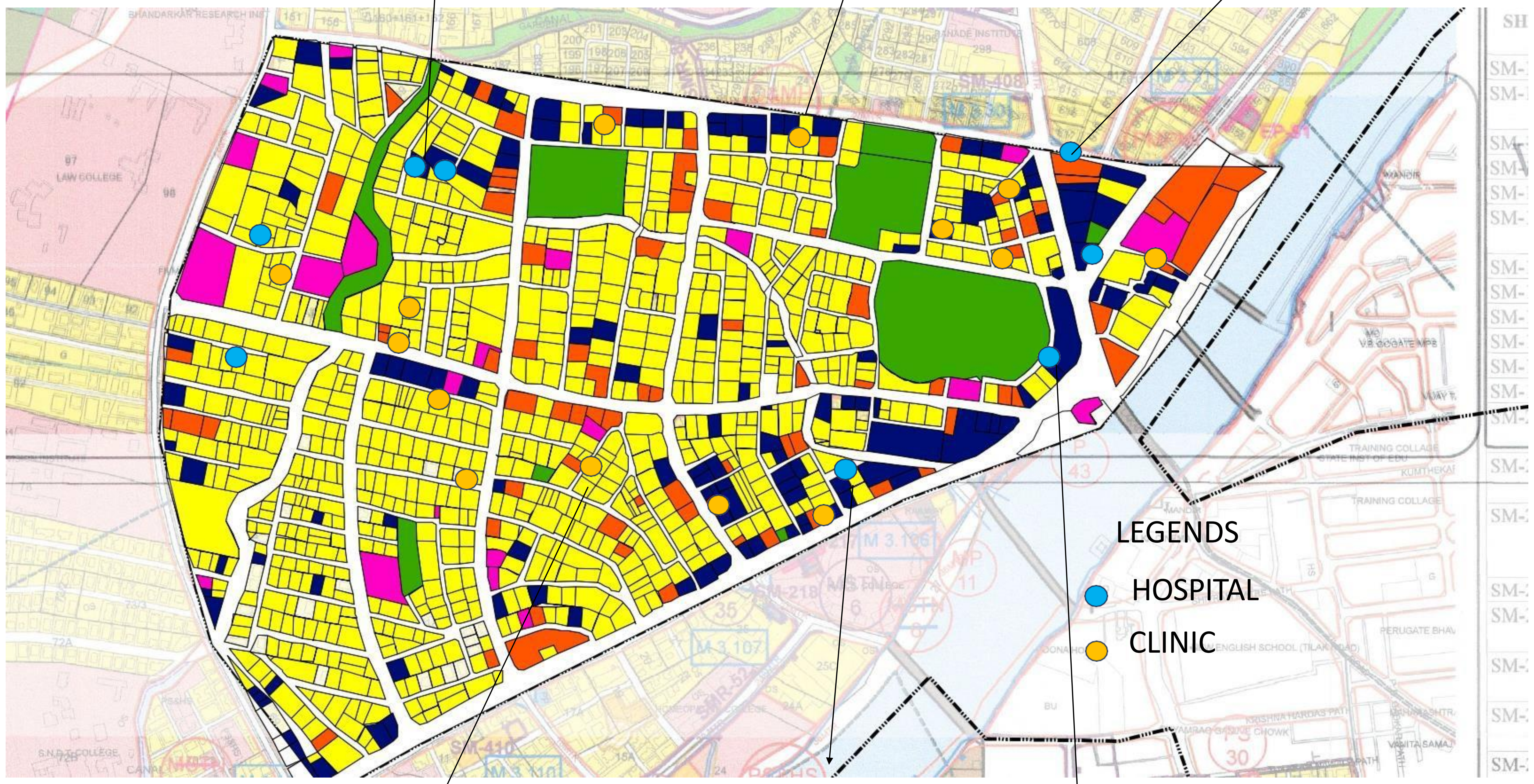
Facility Type	Population Norm	Walking Distance	Land Requirement
Sub-Centre / Health Post	5,000	1 km	0.05–0.1 ha
PHC / Urban Health Centre	25,000	2–3 km	0.2–0.5 ha
CHC	100,000	5 km	1–2 ha
District Hospital	5,00,000+	5–10 km	5–10 ha
Specialty Hospital	City level	5–10 km	As per need
Dispensary / Clinic	10,000–15,000	1 km	0.05 ha

Joshi Hosptial



Damal DR. vasant

Prayag Hospital



LEGENDS

● HOSPITAL

● CLINIC

DOIPHODE CLINIC

Sahyadri Hospital

Sathe Hospital

ACTIVITY MAPPING | 12

Planning and Design Studio-II

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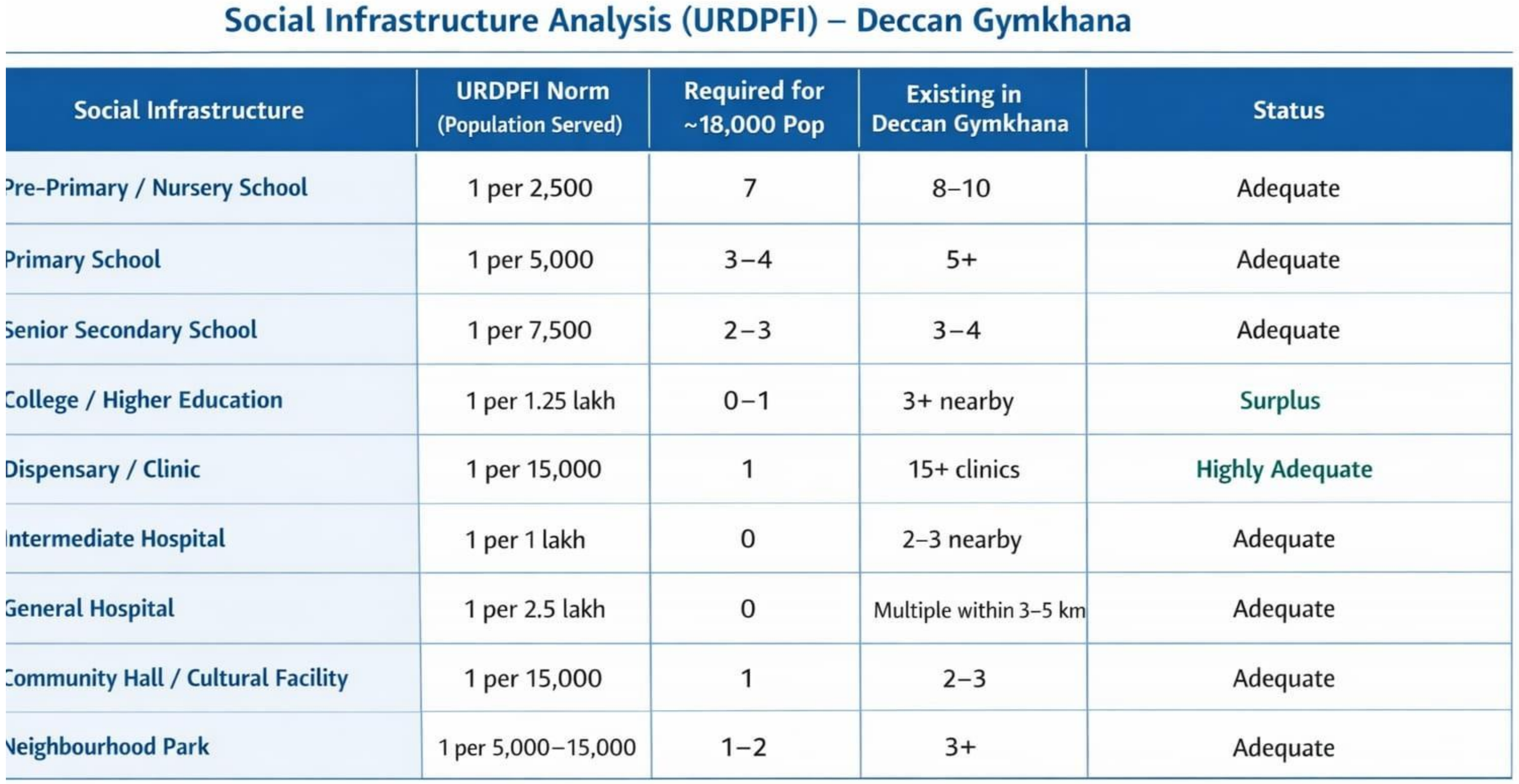
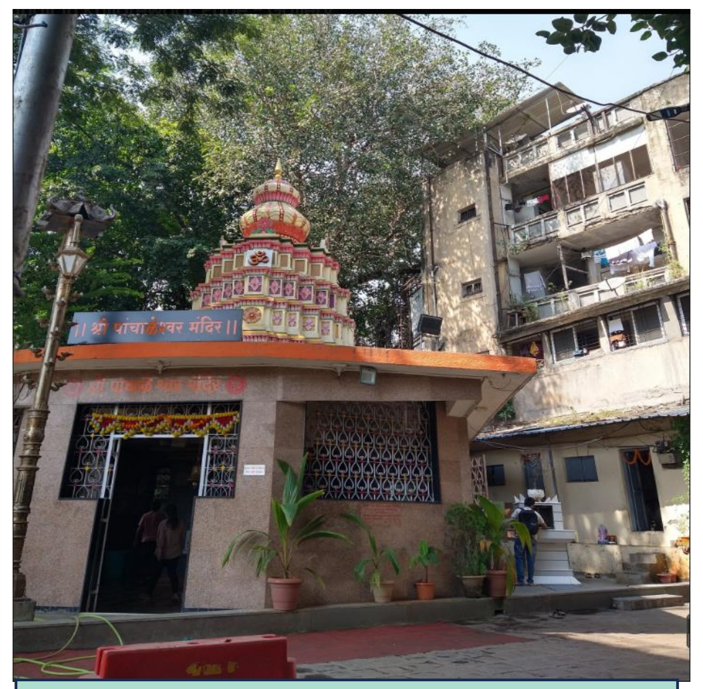


Social Infrastructure Analysis (URDPFI) – Deccan Gymkhana

Social Infrastructure	URDPFI Norm (Population Served)	Required for ~18,000 Pop	Existing in Deccan Gymkhana	Status
Pre-Primary / Nursery School	1 per 2,500	7	8–10	Adequate
Primary School	1 per 5,000	3–4	5+	Adequate
Senior Secondary School	1 per 7,500	2–3	3–4	Adequate
College / Higher Education	1 per 1.25 lakh	0–1	3+ nearby	**Surplus**
Dispensary / Clinic	1 per 15,000	1	15+ clinics	**Highly Adequate**
Intermediate Hospital	1 per 1 lakh	0	2–3 nearby	Adequate
General Hospital	1 per 2.5 lakh	0	Multiple within 3–5 km	Adequate
Community Hall / Cultural Facility	1 per 15,000	1	2–3	Adequate
Neighbourhood Park	1 per 5,000–15,000	1–2	3+	Adequate

Balbhim Mandir



Panchalsheeleshwar Mahadev temple

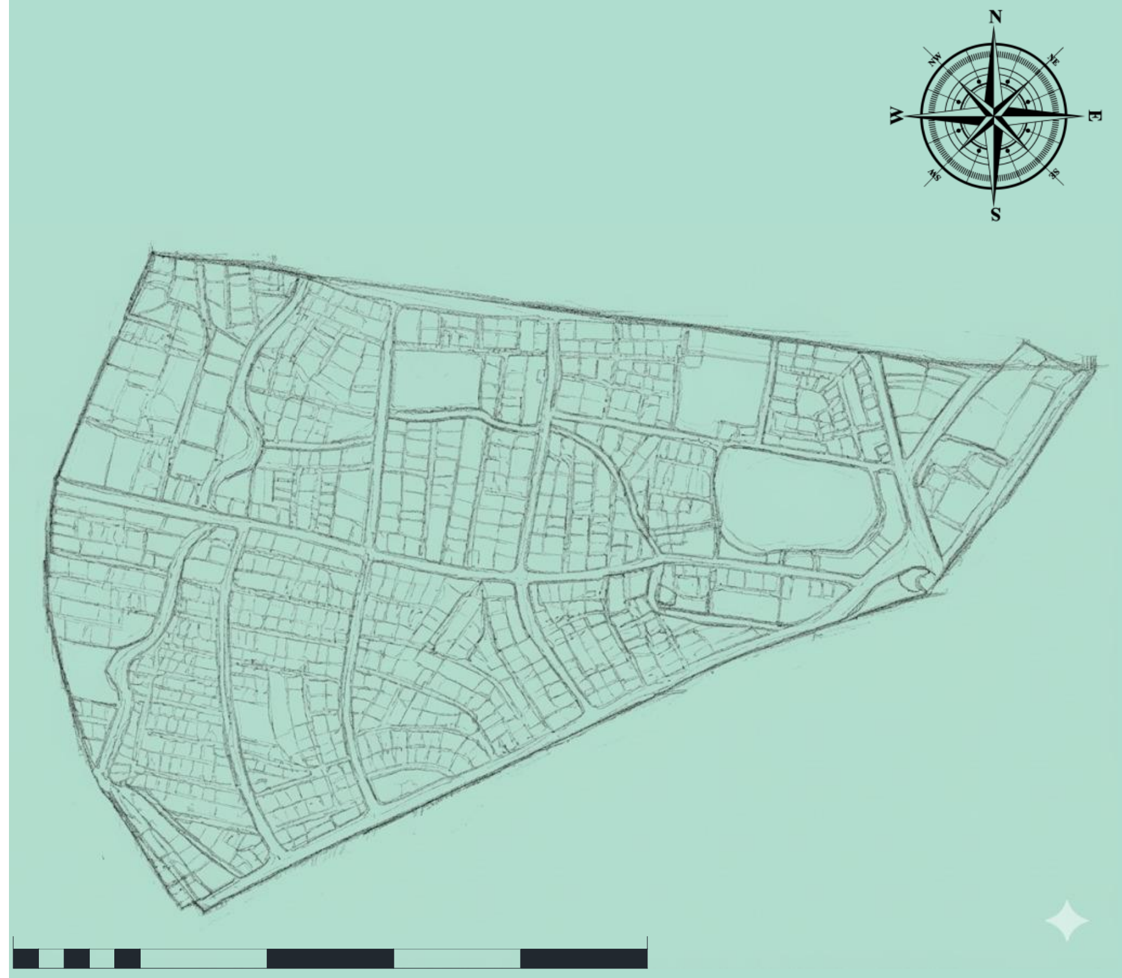
Datta Gurudev temple attracts on Thursdays

Datta Mandir

SOCIAL INFRASTRUCTURE

14

Planning and Design Studio-II



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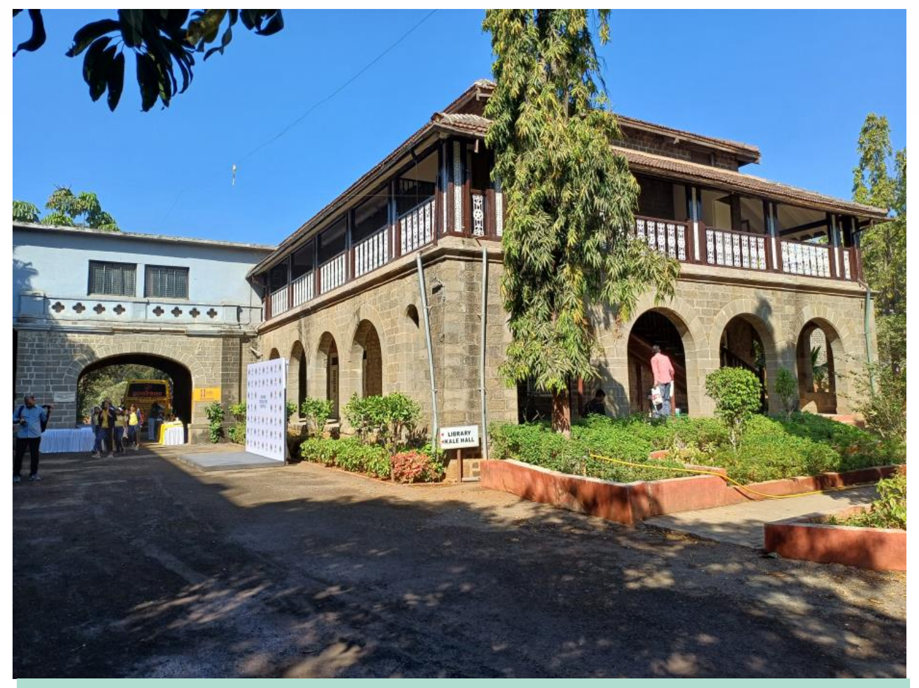
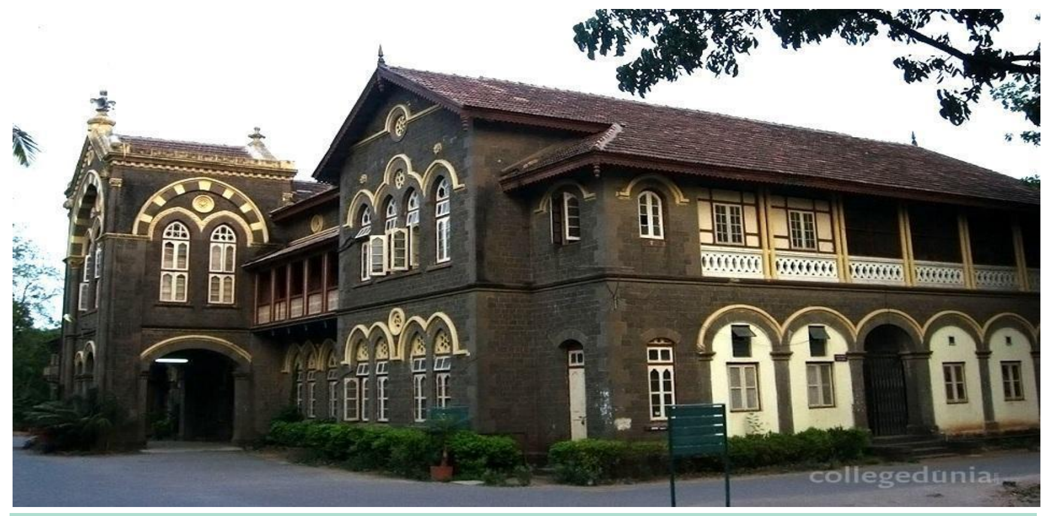


Gokhale Institute of Politics and Economics (Estd. 1930)

Abasaheb Garware College of Arts and Science (Estd. 1945)

BHANDARKAR ORIENTAL RESEARCH INSTITUTE

Bhandarkar Oriental Research Institute (Estd.1917)



Fergusson College (Estd. 1885)

भारतीय फिल्म और टेलीविजन संस्थान
FILM AND TELEVISION INSTITUTE OF INDIA

Film and Television Institute of India (Estd. 1960)

Ranade Institute (Estd.1910) SPPU Dept. of Journalism & Communicaton

श्रीमती नाथीबाई दामोदर ठाकरसी महिला विद्यापीठ

SNDT Women University (Estd. 1916)

Indian Law Society's Law College (Estd. 1924)

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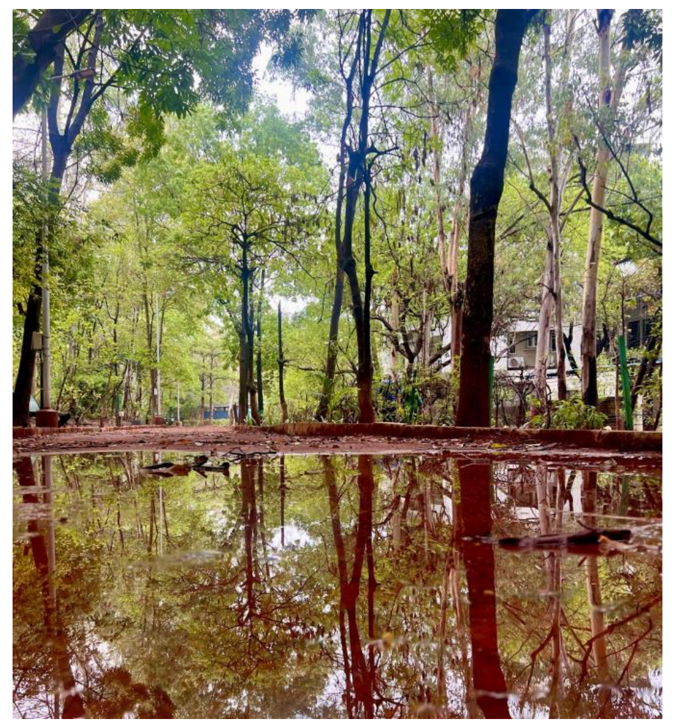

The pathways are lined with lush greenery, providing a calming atmosphere for visitors. Along the pathways, information boards are strategically placed to educate the public about nature conservation, Bijlify for electric vehicles

The National Film Archive of India (NFAI), established in February 1964 in Pune and currently part of the National Film Development Corporation (NFDC), is the premier institute for preserving India's cinematic heritage. Located on Law College Road, it maintains a massive collection of films, stills, posters, and books, along with a specialized auditorium and a research library.

राष्ट्रीय फिल्म संग्रहालय
भारत सरकार
सूचना और प्रसारण मंत्रालय
NATIONAL FILM ARCHIVE OF INDIA
MINISTRY OF INFORMATION & BROADCASTING

Presented By :
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(622514050)
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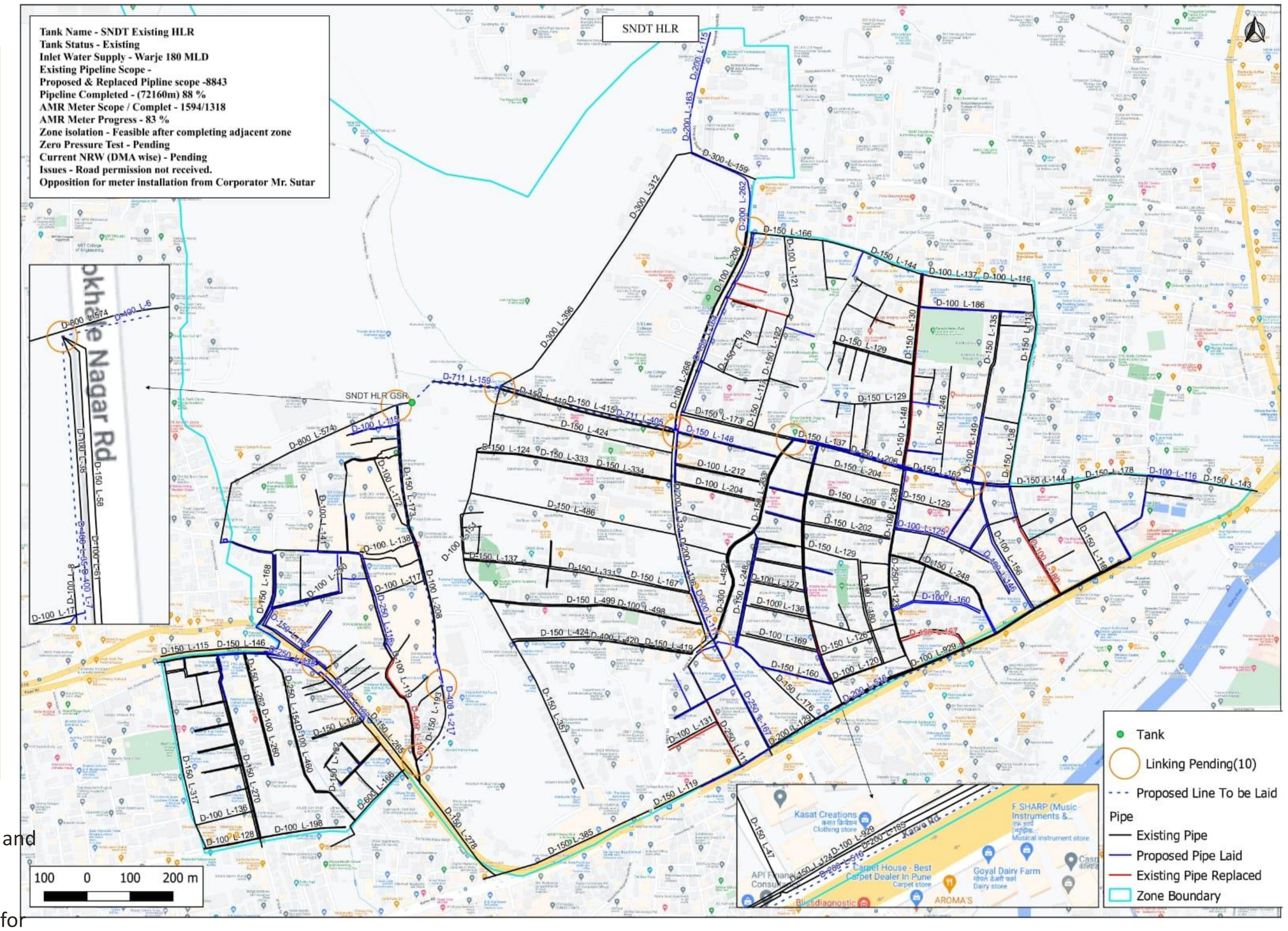
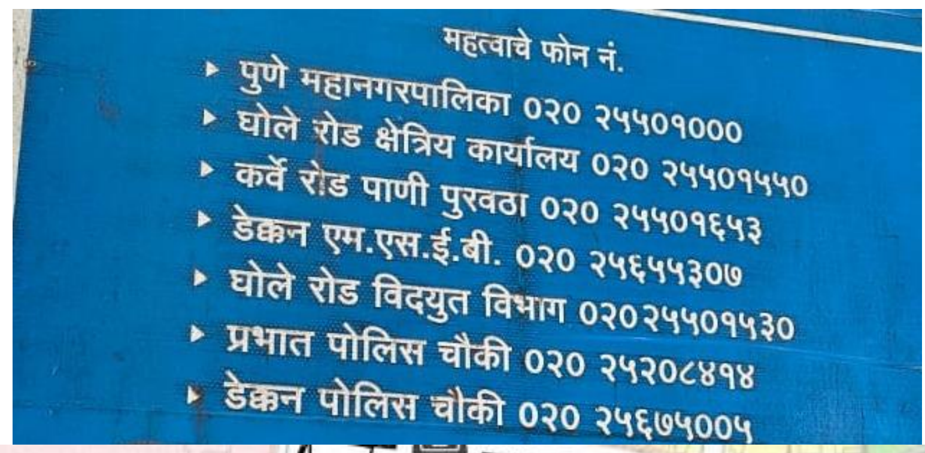
(622514079)

WATER SUPPLY INFRASTRUCTURE

- ❖Network Design: A meticulous grid layout following road geometries minimizes excavation. Pipelines range from 100–150 mm in diameter to optimize flow.
- ❖Current Status: 88% of the 72,160 total pipeline length is complete. Only 8,843 of replacement work remains
- ❖Smart Infrastructure: 83% (1,318 of 1,594) of connections now feature Automated Meter Reading (AMR) for precise leak detection and volumetric billing.Source & Hydraulic Logic
- ❖Water Source: Raw water from Khadakwasla Dam is treated at the 180 MLD Warje Plant, ensuring compliance with BIS quality standards.
- ❖Gravity-Fed System: The SNDT High Level Reservoir (HLR), located on a tekdi 40–50 m above the terrain, utilizes natural elevation
- ❖Efficiency: This topographic optimization allows for 100% gravity-fed distribution, eliminating costly booster stations and reducing energy consumption.Implementation & Sustainability:
- ❖Urban Integration: The plan respects heritage zones and tree clusters but faces delays due to pending PMC Traffic Department excavation.
- ❖Socio-Political Hurdles: Local opposition to AMR meters emphasizes the need for better stakeholder engagement and public awareness.
- ❖Resilience Goals: Upon completion of the Zero Pressure Test, the zone will maintain a 7 m minimum residual head, providing equitable 24*7 supply and setting a benchmark for Pune's sustainable water reforms.


Tank Name - SNDT Existing HLR
Tank Status - Existing
Inlet Water Supply - Warje 180 MLD
Existing Pipeline Scope -
Proposed & Replaced Pipline scope -8843
Pipeline Completed - (72160m) 88 %
AMR Meter Scope / Complet - 1594/1318
AMR Meter Progress - 83 %
Zone isolation - Feasible after completing adjacent zone
Zero Pressure Test - Pending
Current NRW (DMA wise) - Pending
Issues - Road permission not received.
Opposition for meter installation from Corporator Mr. Sutar

SNDT HLR
SNDT HLR GSR
Gokhale Nagar Rd.
100 0 100 200 m
Tank
Linking Pending(10)
Proposed Line To be Laid
Pipe
Existing Pipe
Proposed Pipe Laid
Existing Pipe Replaced
Zone Boundary


महत्वाचे फोन नं.
- पुणे महानगरपालिका ०२० २५५०१०००
- घोले रोड क्षेत्रिय कार्यालय ०२० २५५०१५५०
- कर्वे रोड पाणी पुरवठा ०२० २५५०१६५३
- डेक्कन एम.एस.ई.बी. ०२० २५६५५३०७
- घोले रोड विद्युत विभाग ०२०२५५०१५३०
- प्रभात पोलिस चौकी ०२० २५२०८४१४
- डेक्कन पोलिस चौकी ०२० २५६७५००५

R.R.R. Hirwayi Centre
Materials recovery facility processes recyclables and organic waste
Saturday transfers
Weekly collection to dumping yard coordinated for efficiency

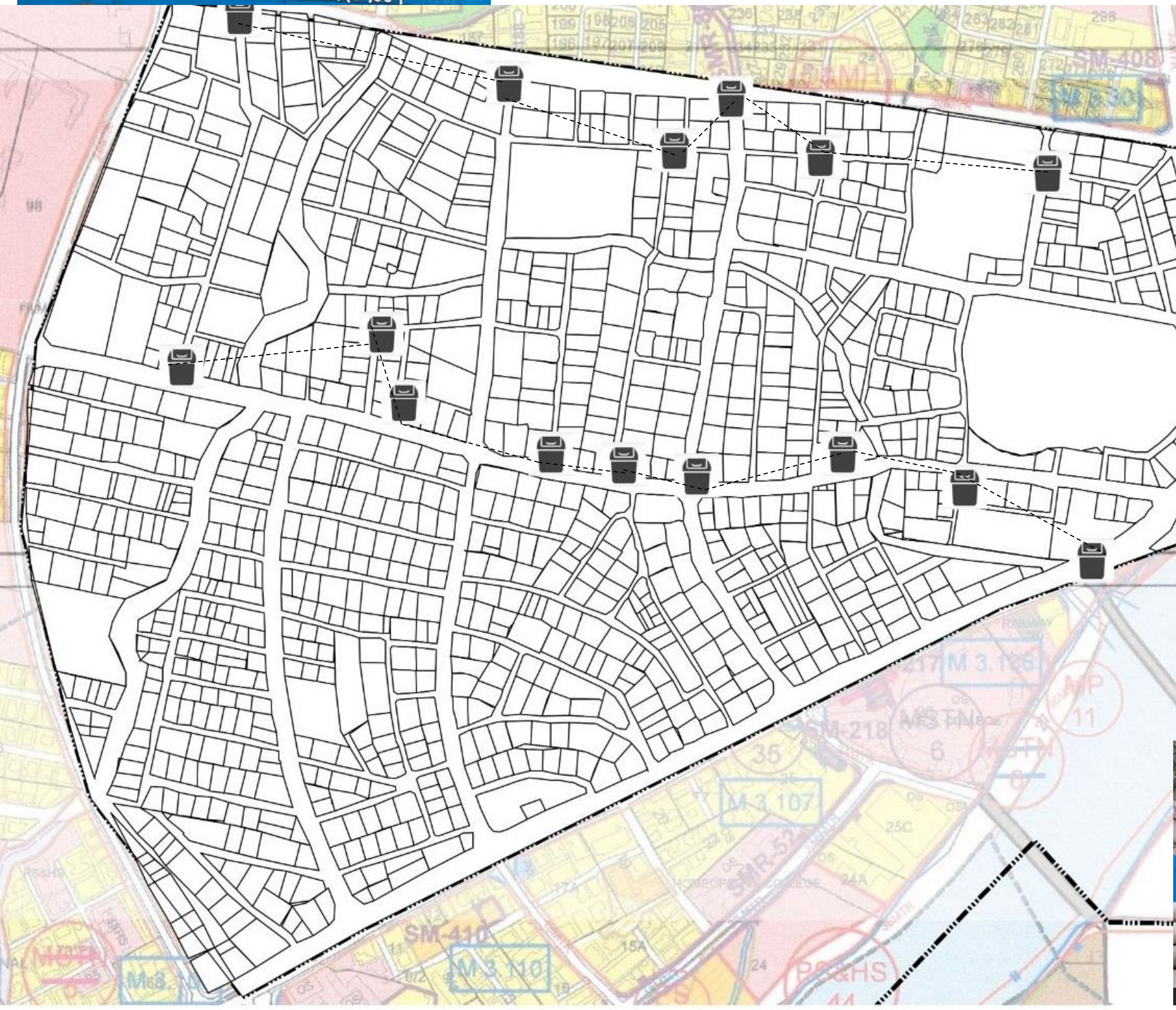


Image credit: SWaCH Coop, Pune

Fall season brings significant volumes of dry leaves across road surfaces, creating a daunting collection challenge for workers. The organic matter requires additional collection rounds beyond regular waste schedules.

- Multiple wagon rounds needed for leaf collection
- Extended working hours during peak fall period period
- Increased fleet utilization for organic Coordination challenges with regular collection routes

353 domestic waste collection trucks operating across routes
Swayambhu Sansthan oversees operations
57 dedicated workers deployed for door-to-door collection
08:00 AM - 01:30 PM daily collection window

More tempo vehicles needed for efficient waste collection
Rs. 500 to Rs. 1,000 penalties for spitting or sanitation irregularities

Mitigating Air Pollution Efforts by PMC

Rapid Dust Suppression Vehicle (RDSV) or a Fogger Truck

Fire station with museam

Planning and Design Studio-II

Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

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Presented By :
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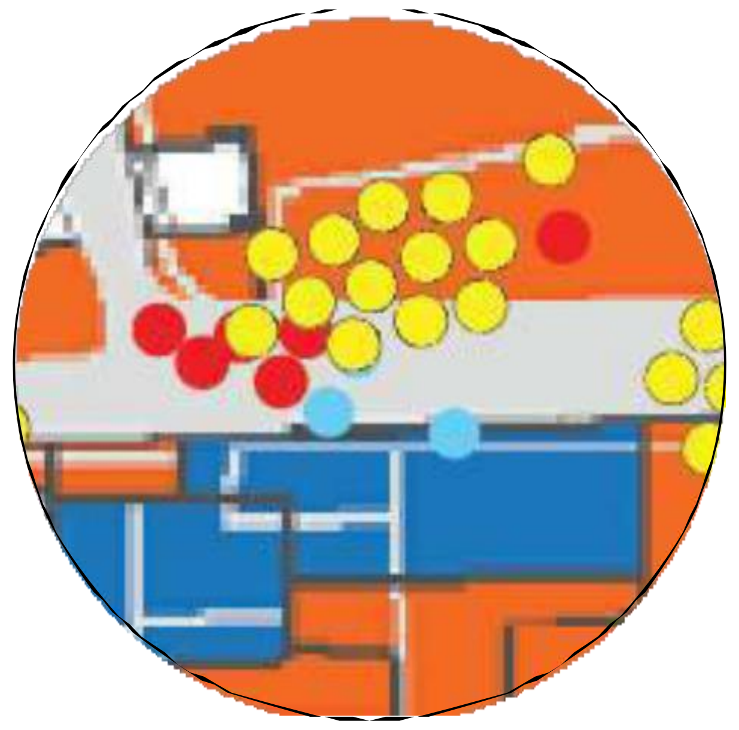
ACTIVITY MAPPING

NotebookLM

B

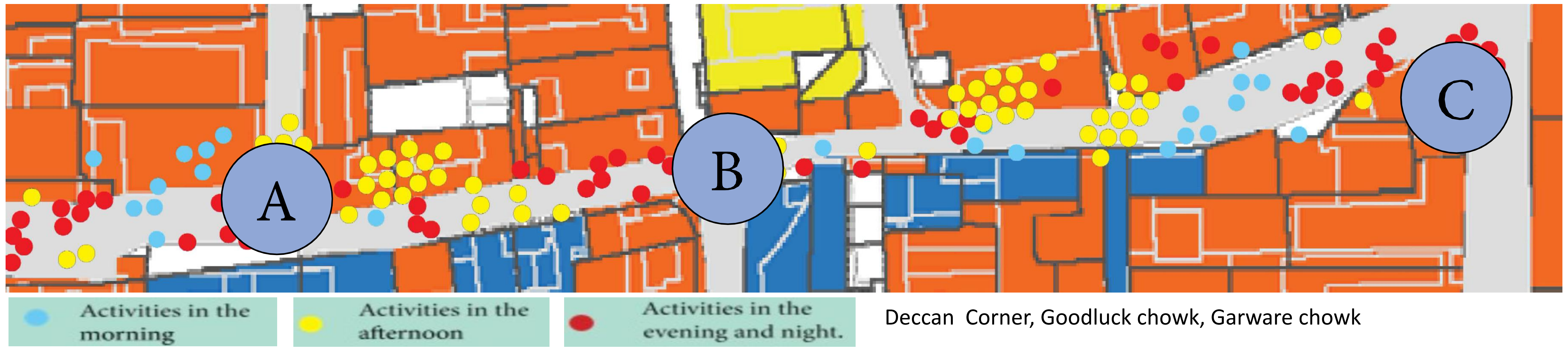
Cafe Goodluck
Since 1935

Iconic Goodluck Café since 1935

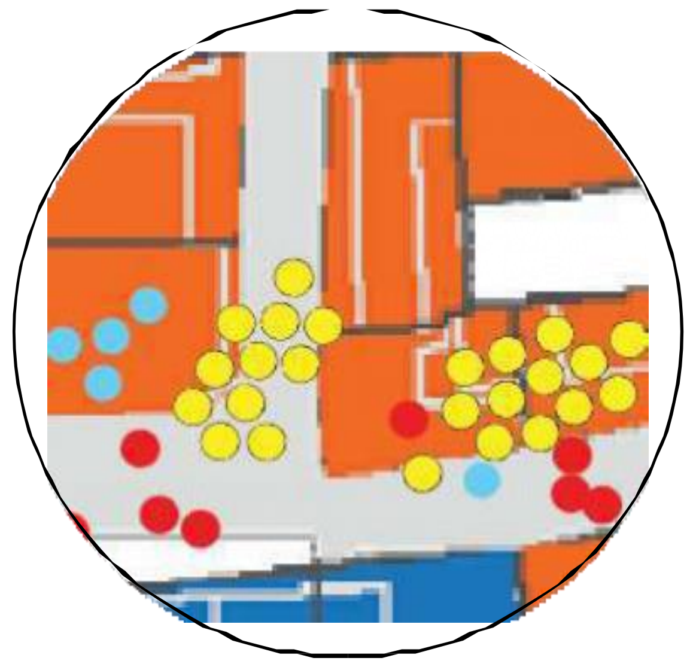


C

Kalakaar katta :flexible gathering


A
B
C
Activities in the morning
Activities in the afternoon
Activities in the evening and night.

Deccan Corner, Goodluck chowk, Garware chowk



Commerce adapts to infrastructural voids. The flyover serves as a massive, unintentional awning. Note the material layering: vibrant tarpaulins, plastic seating, and illuminated signage ('Govinda', 'Thecha Vada Pav') physically bracketed to monolithic gray infrastructure.

The Crevice Economy Informal commerce actively occupies the "negative space" generated by formal architecture.The structural footprint of the newspaper stall represents maximum economic density per square meter.A physical manifestation of economic interdependence sharing a single curb.

साने डेअरी
Outward Flow

Sane Dairy with automated plant since 1934

SHRI MAHILA GRIH UDYOG

GymkhanaPreservation of structured leisure space; exclusionary membership thresholds.

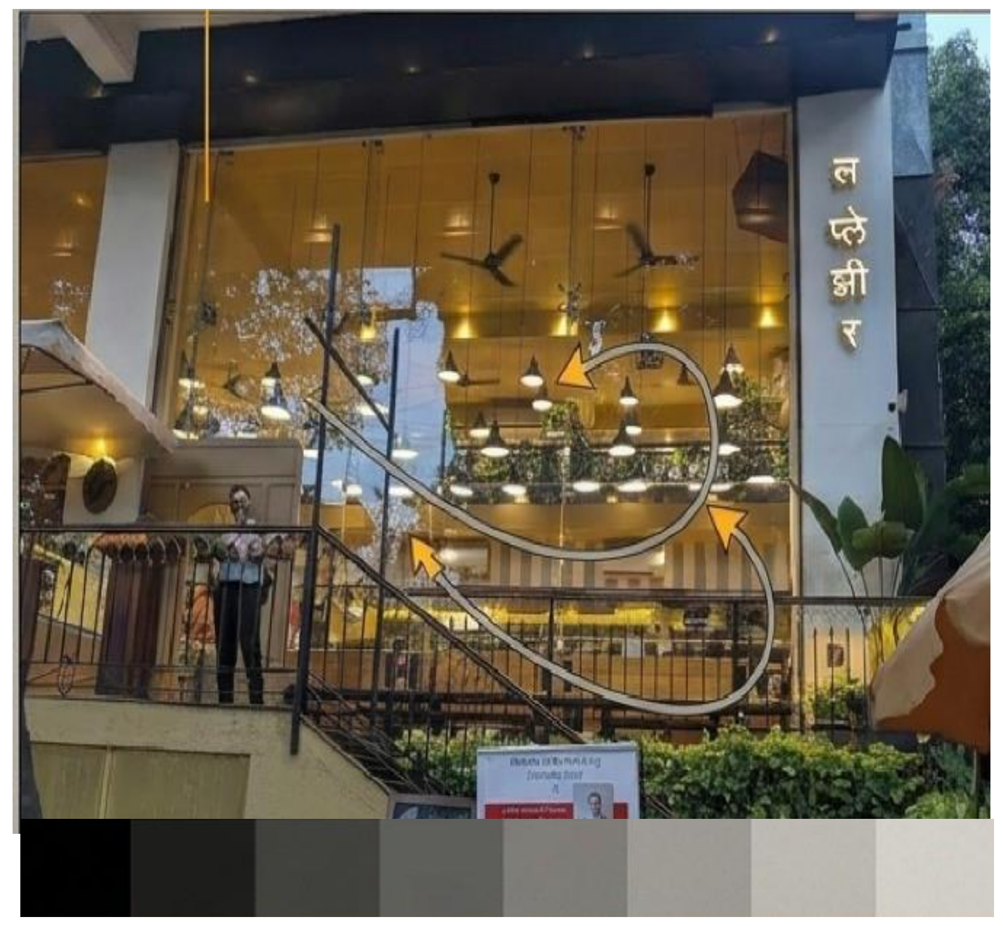
Lijjat Papad:Adaptive modernization of a coop. labor hub; highly permeable pedestrian threshold.

Capital-Intensive Verticality Climate-controlled, enclosed volumes with hard spatial thresholds.Materiality: structural glass, polished steel, seamless concrete

DECCAN GYMKHANA
ATHALYE PAVILION

Architectural nete with the neespicars stih notoer by fosnal architecture.
Besnalol
LLOD
Evectin of footpeing eastke in snartty or suetons effic square footages.
NotebookLM

Labor-Intensive Horizontality Open-air, ground-level activity with soft, bleeding spatial thresholds.

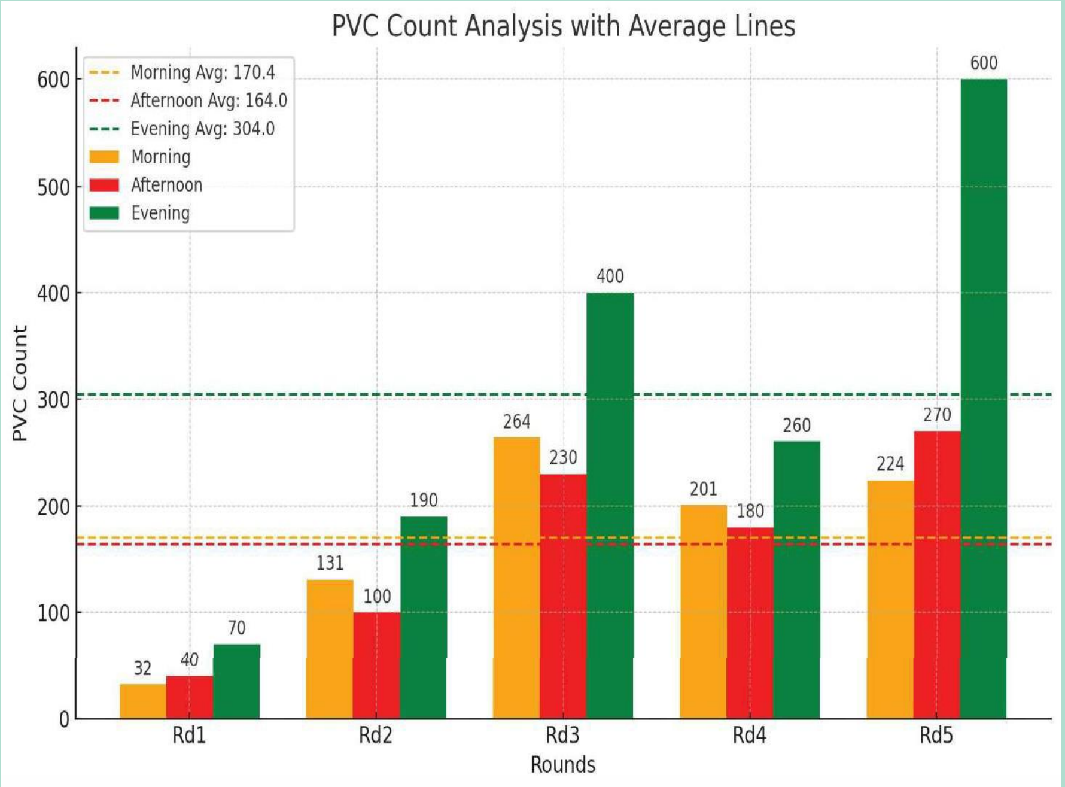


Built to invite lingering and inward exploration. The under-flyover zone functions as a temporary storage locker for the ceremonial economy. The visual friction is absolute: the ornate, intricate silver and white

ACTIVITY MAPPING

Planning and Design Studio-II

Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints



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Yashasvi Patil (622514081)
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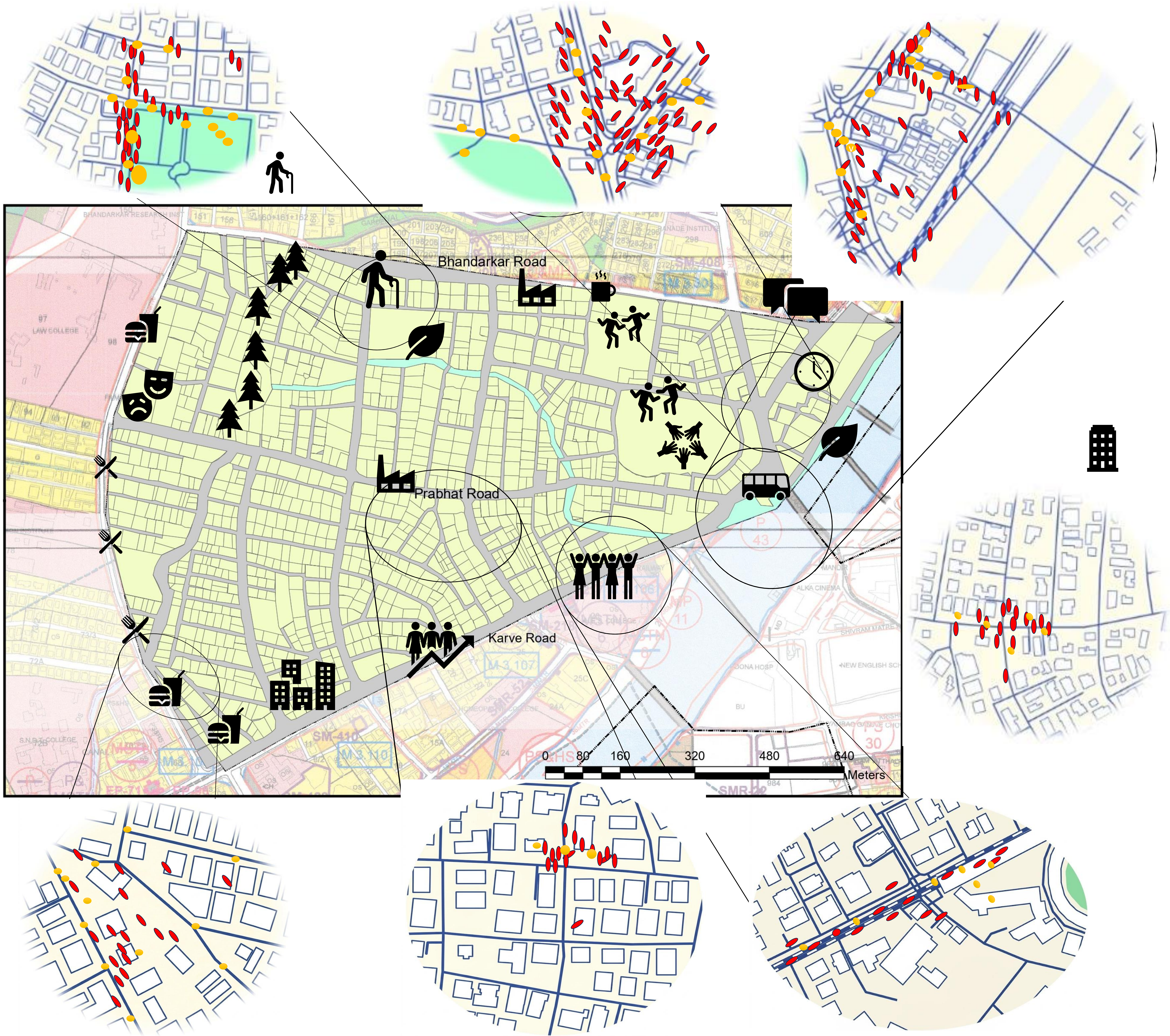
Bhandarkar Road
Prabhat Road
Karve Road
LAW COLLEGE
BHANDARKAR RESEARCH INS
ALKA CINEMA
NEW ENGLISH SCH
S.N.D.T.COLLEGE
0
80
160
320
480
640
Meters

ACTIVITY MAPPING

17

Planning and Design Studio-II

Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

● EVENING SURGE

● MORNING ACTIVITY

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KEVIN LYNCH PRINCIPLES

Area Profile & Demographics

- **Total Area:** ~1.16 Sq. Km.
- **Population (2020 Est):** ~34,500 residents.
- **Population Density**: High (~29,800 persons/sq. km).

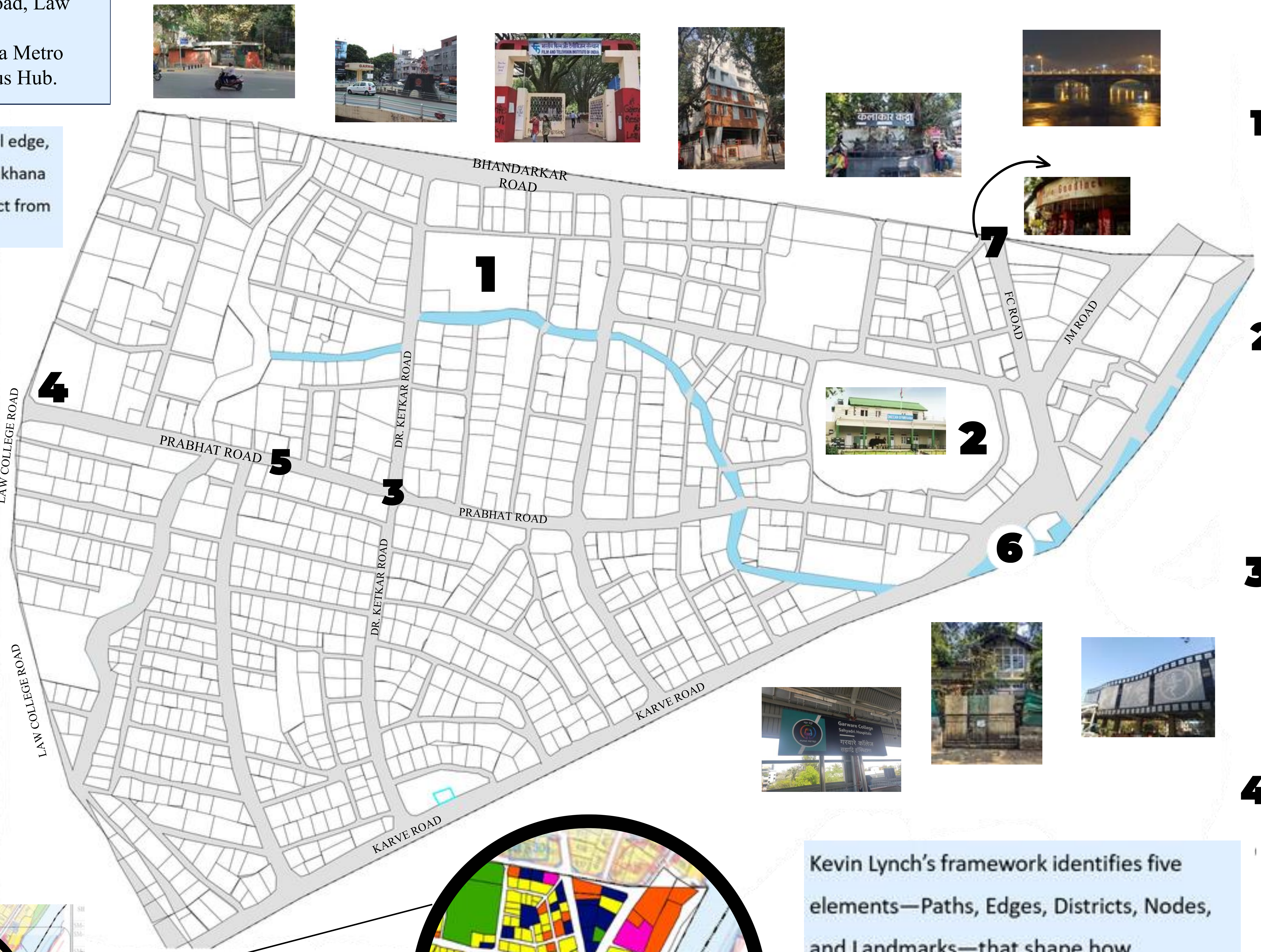
- **Major Arteries:** Karve Road, Fergusson College (FC) Road, and Jangli Maharaj (JM) Road, Bhandarkar road, Prabhat Road, Law college Road.
- **Transit Nodes:** Deccan Gymkhana Metro Station and the major PMPML Bus Hub.

The Mutha River serves as a significant natural edge, defining the eastern boundary of Deccan Gymkhana and separating the modern institutional district from the traditional Peth areas.

Kamala Nehru Park is a prominent recreational landmark in the Deccan area, providing a serene open space for joggers and families amidst the urban bustle.

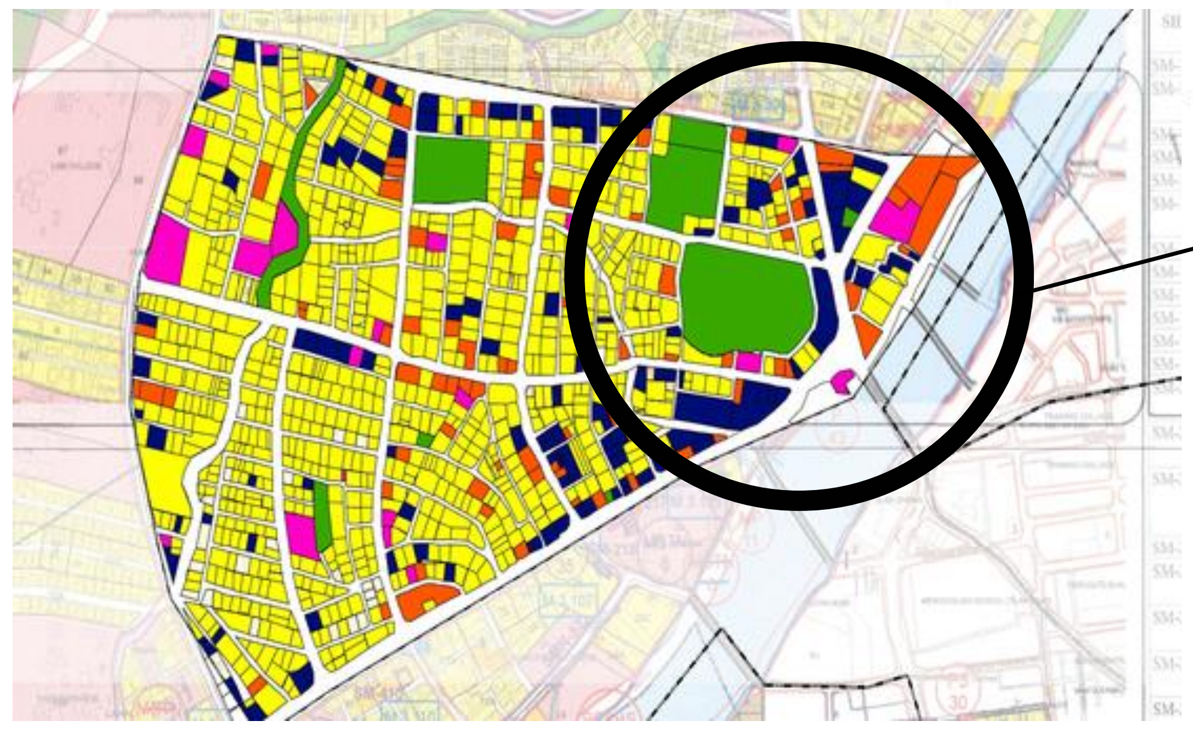
Deccan Gymkhana is a high-profile urban core where prime commercial high-streets and educational institutions seamlessly blend with elite residential pockets and colonial-era bungalows, creating a unique mix of high-density retail and quiet, premium living.

Goodluck Chowk is a vital social and commercial node in Deccan, acting as a major meeting point where F.C. Road intersects with Bhandarkar Road.

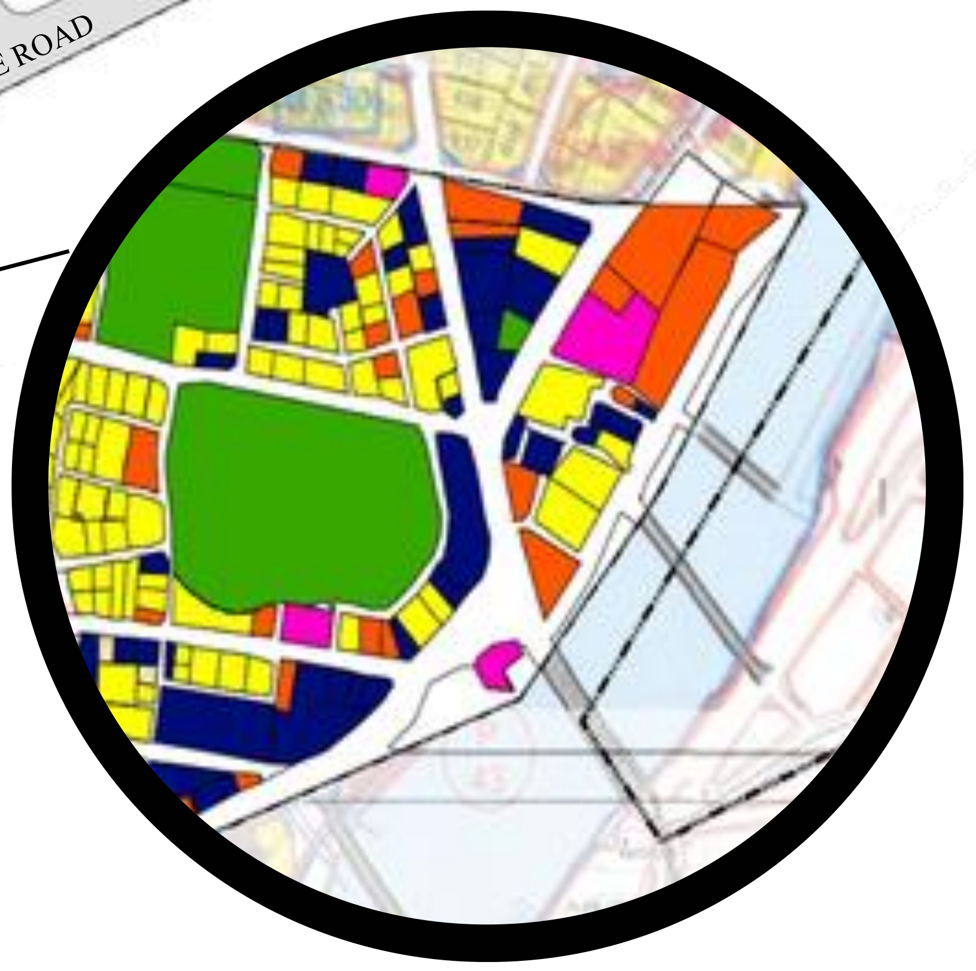


7 NODE–Cafe Goodluck Chowk Divides Traffic into 5 Directions.

6 EDGE–Mutha rivers acts as the borderline for our area.



A concentrated District of high-density commercial, institutional, and mixed-use, defining the area's economic heart.



1 Landmark – Kamala Nehru Park

2 Landmark – Deccan Gymkhana

3 NODE–Harishchandra Mudhoji Ghodke Chowk

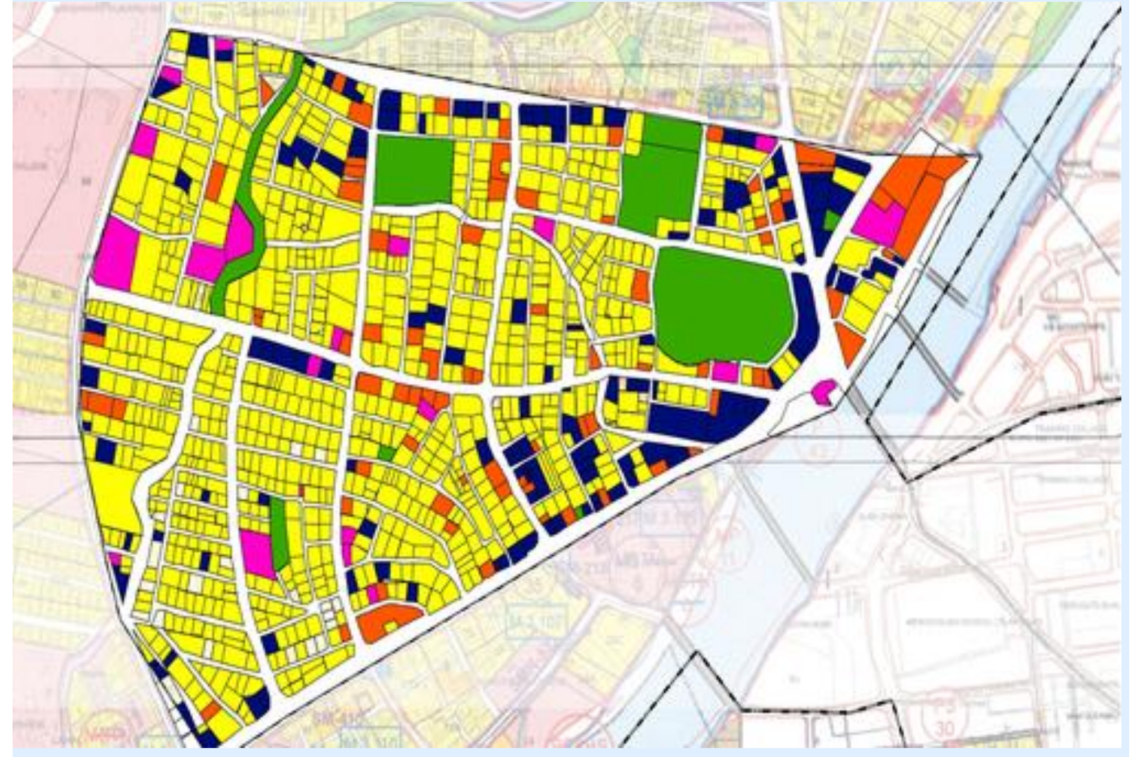
4 Landmark-National Film Archive

Kevin Lynch's framework identifies five elements—Paths, Edges, Districts, Nodes, and Landmarks—that shape how individuals perceive and navigate urban environments effectively.

5 PATH – Highlighted path shows Prabhat Road leading towards Deccan Gymkhana

KEVIN LYNCH

Planning and Design Studio-II



Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

MAKRAND KAMERIKAR
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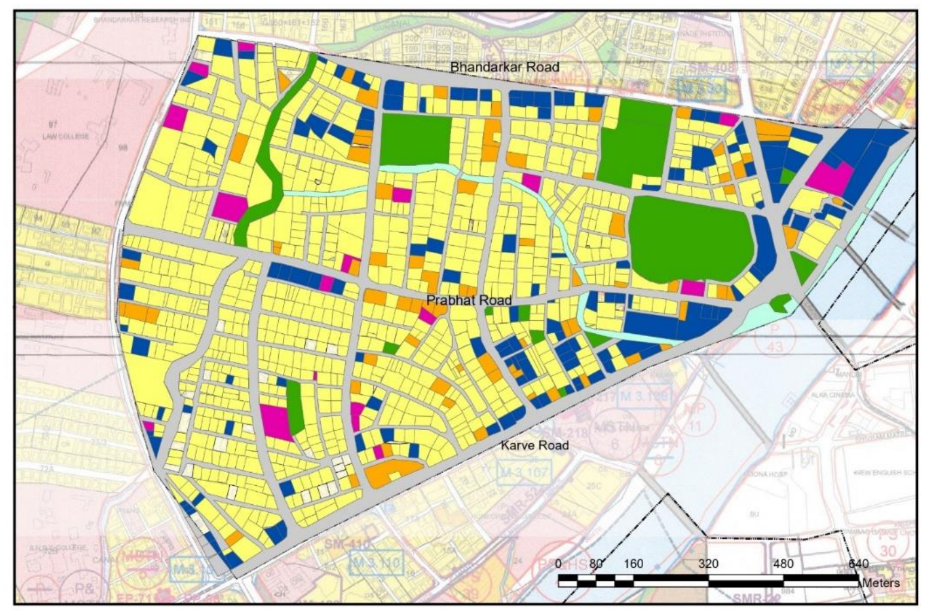
SWOT ANALYSIS

ANALYSIS TO PROPOSAL → RIVERFRONT DEVELOPMENT → NALA REJUNVENATION → TRANSIT-ORIENTED DEVELOPMENT → ENCHROCHMENT RELIEF

	STRENGHT	WEAKNESS	OPPORTUNITIES	THREAT
LAND USE	Prime central location with established mixed-use character. Nearly 75% of land is occupied by Residential plots creating a safe , rooted and nieghbourhood identity.	Highly fragmented ownership of smaller residential plots;feeling of preserving culture in form of old bunglows prevents development under TOD due to metro	The 2026 Metro-TOD policy allows for increased FSI (up to 4.0),developers can pool land for high-rise, mixed-use complexes. Redevelopment of slum behind deccan bus stop	Loss of cultural heritage by redevelopment of old bungles under TOD development ; legal gridlocks over heritage-sensitive sites.
ACTIVITY MAPPING	High footfall diversity (students, commuters, tourists); vibrant night-time economy on FC ,JM Road and Nal stop. Kalakar katta , kamala nehru parks observe social interaction.	**Friction zones** where street vending, parking, and transit-entry overlap, causing pedestrian paralysis at peak hours.	Formalizing "Activity Hubs" around Metro stations .	Displacement of traditional local businesses by high-rent national/international chains; seasonal "activity death" during college vacations.
PHYSICAL INFRASTRUCTURE	Strong residential infrastructure of high-income group . High Rise buildings for offices, banks , etc providing strong base commercial development .	Poor infrastructure at riverbed , behind deccan bus stop for low-income group and slum population .	Providing strong infrastructure to those low income group , developing riverfront area for recreational uses.	Frequent road excavations for utility repairs; rising "carbon hotspots" at traffic-heavy junctions like Deccan Corner.
RECREATIONAL FACILITIES	Proximity to the Mula-Mutha River; iconic green lungs like Sambhaji Park and Kamla Nehru Park.	the riverfront is currently underutilized and ecologically stressed; lack of "Play-Plazas" in residential blocks.	Integration with the 2026 Riverfront Development Project ; creating a "Green Loop" that connects all parks via shaded pedestrian walkways.	Encroachment for temporary parking; ecological degradation due to untreated runoff entering the river system from surrounding commercial zones.
TRANSPORTATION FACILITIES	Robust connectivity via Pune Metro Line 1 & 2; established public transport (PMPML) terminals.	Last mile connectivity , parking friction, navigational chaos and discountions footpaths	Mixed use hubs above stations , TOD , Deccan bus into EV charging core.	Induced congestion, safety risk, construction impact and enchroachment.
SOCIAL INFRASTRUCTURE	Educational powerhouse (Fergusson, BMCC, Garware); specialized healthcare clusters that serve the entire city like joshi hospital.	Exclusive v/s inclusive spaces , aging facilities , predicted demographic mismatch and lack of public conveniences	Converting underutilized municipal buildings into Digital Community Hubs; integrating healthcare "mini-clinics" within Metro station precincts.	Forcing low-income service workers to move out, creating a "labor-commute" gap; institutional resistance to opening campuses for public use

SWOT



Area Appreciation :
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

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Presented By :
Veena N. Khalene (76)

Case Study: Katrak Parsi Colony, Karachi

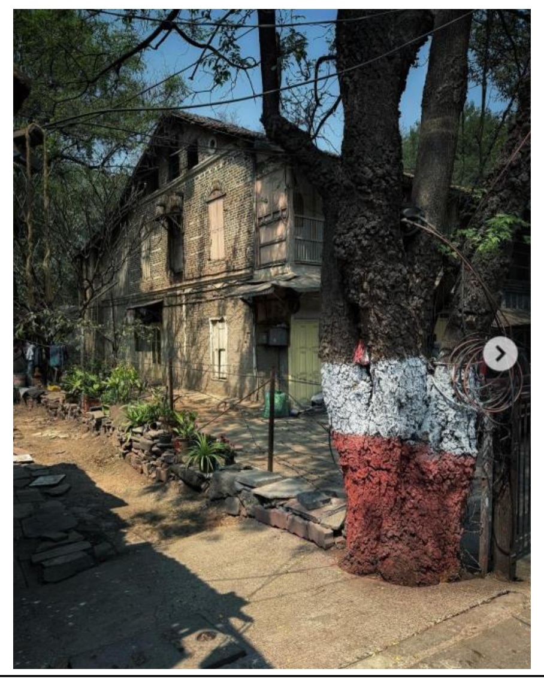
It is a historic, quiet residential area featuring about 58 colonial-style houses with wide verandahs, balustrades, and manicured gardens, fire temples, libraries.

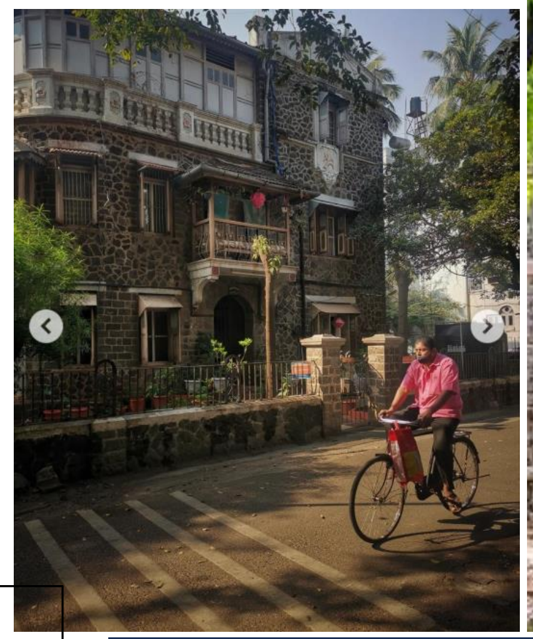
They all show the forlorn state of this architecturally significant and aesthetically pleasing residential complex, with each house built within a large compound.

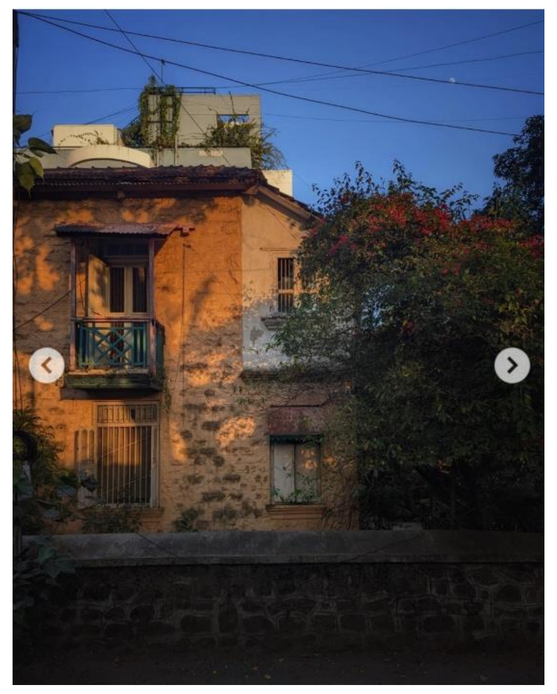
Each measuring approximately 1000 square yard were laid out with wide roads and an amenity plot in the center for a garden and a library. The plots were allotted to those who became the members of the Society, but it was the society's magnanimous policy not to recover the cost of land from the plot holders but only to recover the rent payable to the authorities accelerated the construction of houses. By 1926 first houses were built and by 1930 there were houses on all the plots, classified in three categories

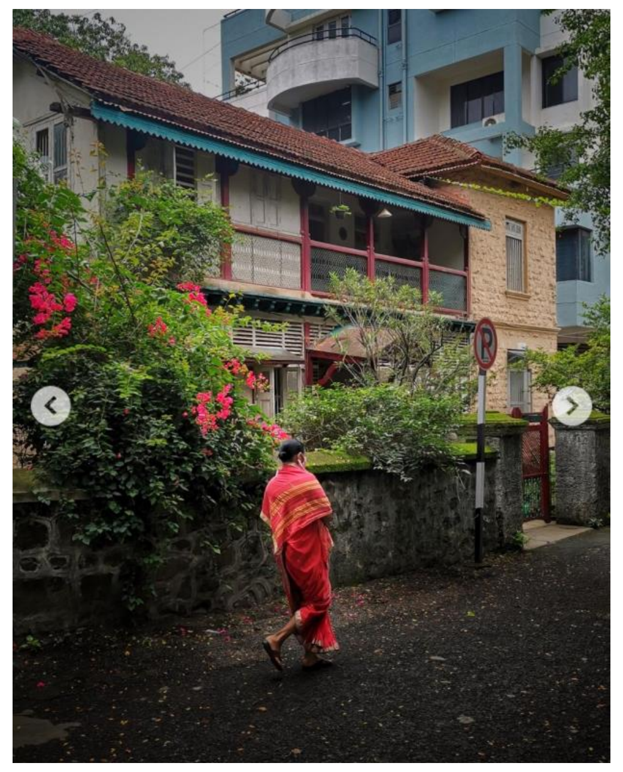
Verandas and Corridors: Most homes feature spacious, deep front verandas—often with wood-paneled arched columns—that serve as transitional spaces to keep the main rooms cool.
Climatic Adaptation: Builders used **thick load-bearing walls** and **high ceilings** to tackle the heat. Many bungalows include "ventilators" (small windows high on the walls) to draw out hot air.
Materiality: Structures often use local stone facades, decorative **Mangalore tiles** for sloping roofs, and intricate teak woodwork for doors and shutters.**Symbolic Ornamentation**: Facades frequently display Zoroastrian symbols like the **Faravahar** and floral motifs, alongside Gujarati scripts for house names and numbers.

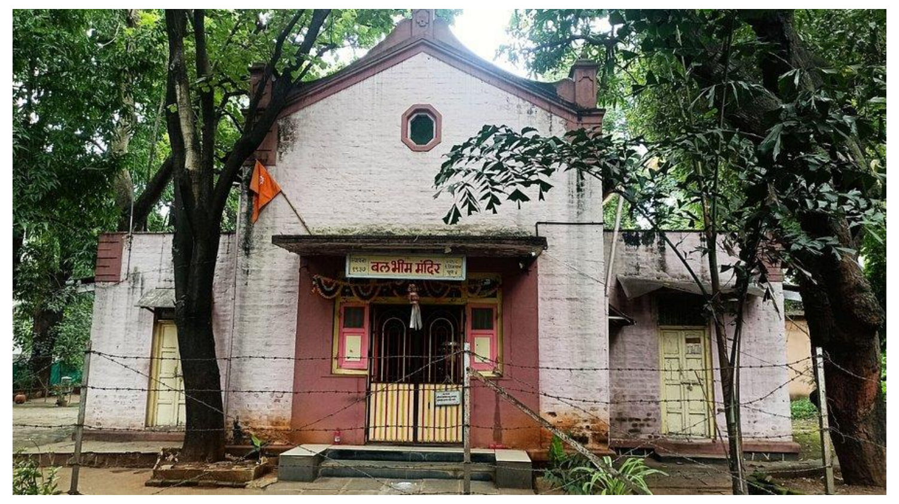
Greedy property developers have been eyeing this part of town for years, this is after all high real estate. Over the years one by one the houses have been encroached upon illegally. Sindh government ought to pay the owners of these houses, restore them and set up some institutes in them. Some may be used as residences for artistes and researchers who would work there. Over 25 years ago, a rather famed Management Sci. institution was set up in about four medium-sized houses.





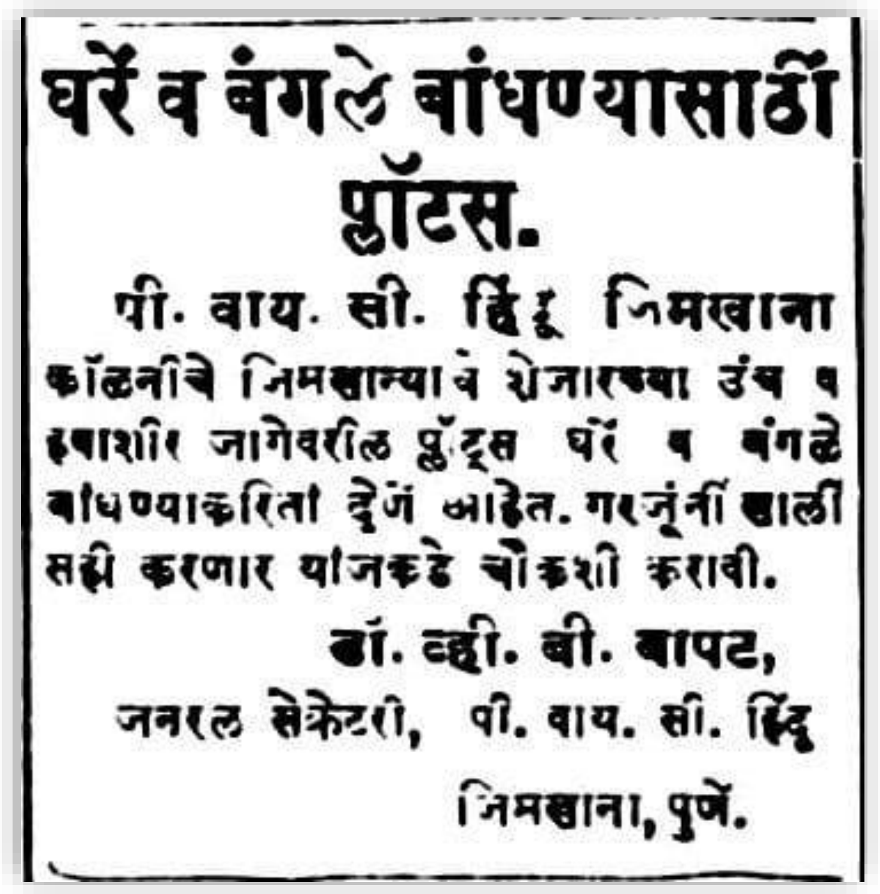






Prabhat Road and adjacent lanes (especially 1–3) in Deccan Gymkhana exemplify early 20th-century Pune residential architecture. Many bungalows use locally quarried *dark grey basalt (Deccan trap stone) from Tilak Tank excavations (circa 1922), forming load-bearing masonry walls—either rough-faced or precisely cut into cuboids for a robust, textured appearance.

Protected Status: Katrak Parsi Colony was declared a protected heritage site under this act in the early 2000s. This means any alteration, addition, or demolition requires explicit approval from the **Sindh Building Control Authority** and the Heritage Advisory Committee penalties for Violations: Under Article 18, anyone who destroys or defaces a protected site can face a fine of up to one lakh rupees, imprisonment for up to three years, or both. The "Facade" Limitation: A common criticism of the act is that it often only mandates the preservation of a building's exterior. This can lead to the neglect of vital interior features like wind shafts, light wells, and historic tiled floors. Legal Challenges: Despite protection, the colony faces threats from "avaricious developers" and unlawful demolitions. Organizations like PILAP frequently file petitions to stop illegal modifications to these heritage assets .

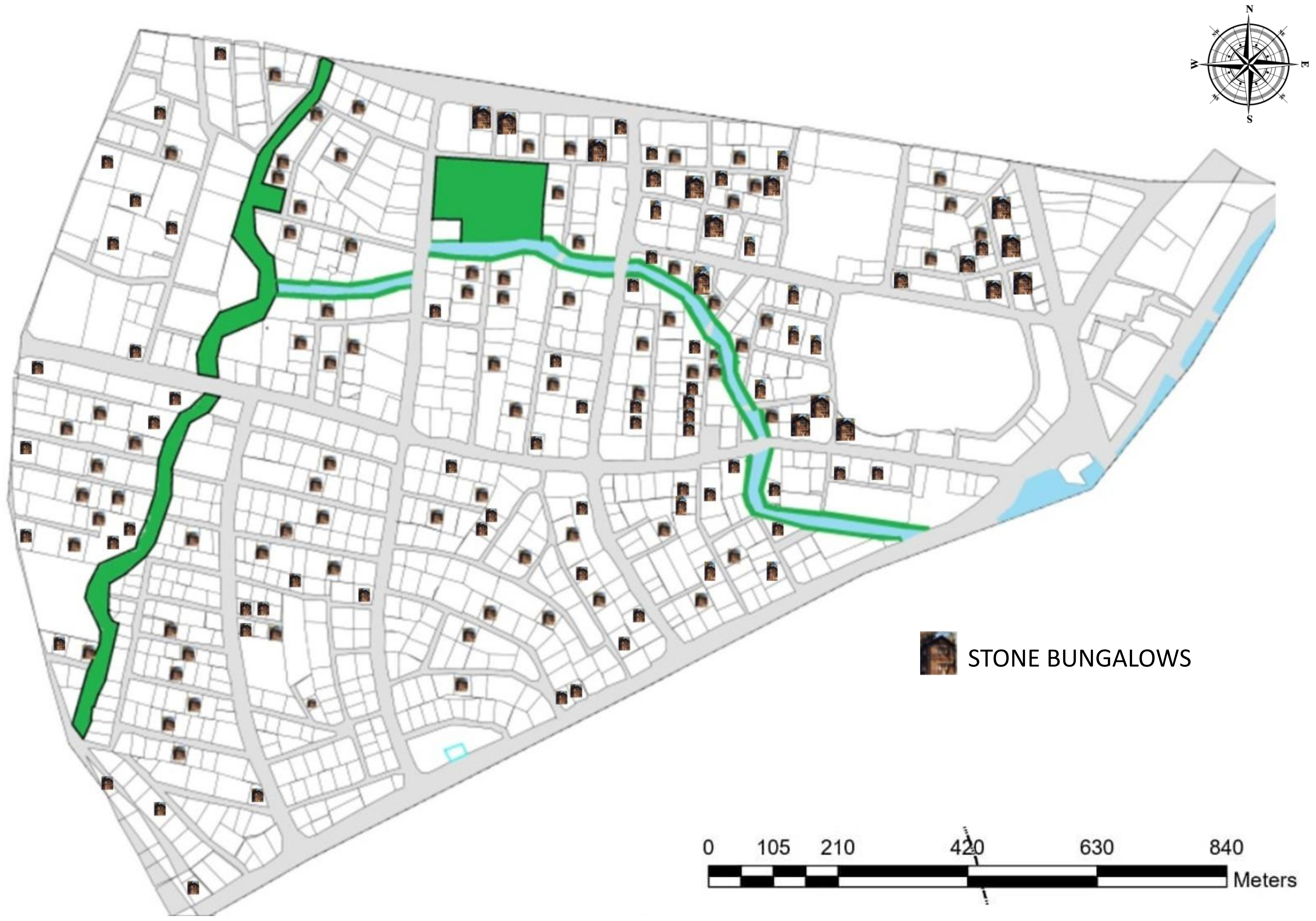


घरें व बंगले बांधण्यासाठीं
प्लॉटस.

पी. वाय. सी. हिंदू जिमखाना कॉलनीचे जिमखान्याचे शेजारच्या उंच व हवाशीर जागेवरील प्लॉट्स घरें व बंगले बांधण्याकरितां देणें आहेत. गरजूंनीं खालीं सही करणार यांजकडे चौकशी करावी.

डॉ. व्ही. बी. बापट,
जनरल सेक्रेटरी, पी. वाय. सी. हिंदु
जिमखाना, पुणें.

A 100 year old ad from the **'Dnyanprakash'** newspaper (August,1926) New plots for sale in the PYC Colony (near present day PYC Club, off Bhandarkar Rd)



HERITAGE ZONE GUIDELINES

01

Planning and Design Studio-II

Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

Street interface: Low compound walls with ornate grilles, semi-open balconies, and porches that create a human-scale, walkable public realm blending Colonial, Art Deco, Gothic, and Maharashtrian elements

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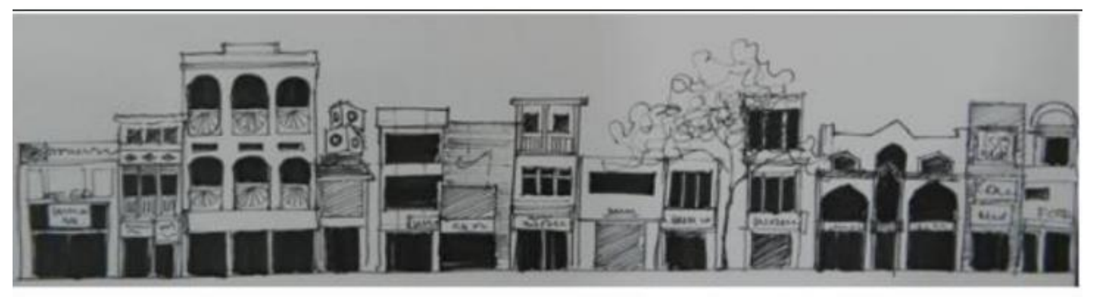
Presented By :

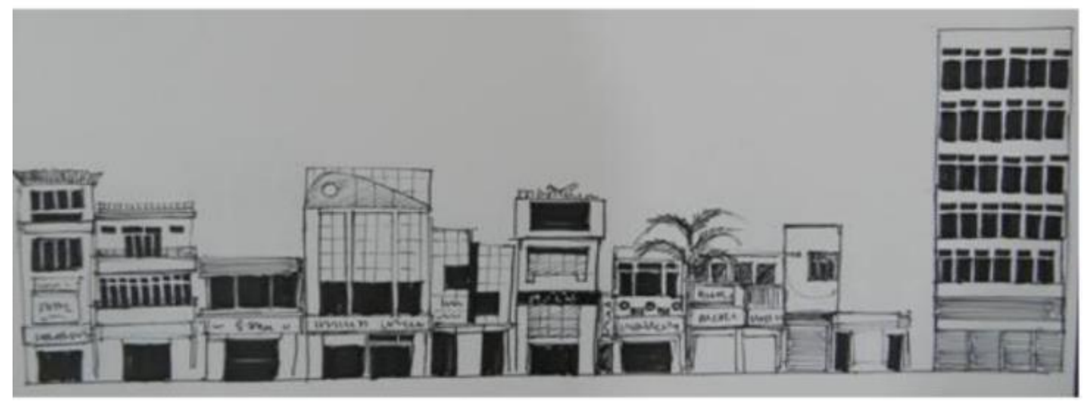
Samriddhi Mehtre (622514056)
Rutuja Dhore (622514054)

FORM BASED CODES : Karve Road upto 300m

Transforming Karve Road from a vehicle-only artery to a multi-modal streetscape. URDPFI standards for wide sidewalks (min 4.5m), shaded walkways, and street furniture are integrated directly into the form requirements of new developments.

- ❑ Retail and small restaurants integrated with station exits. Mandatory "spill-over" zones for outdoor seating to activate the public realm.
- ❑ Phase 1 : Pilot implementation on plots adjacent to station exits.
- ❑ Phase 2 : Redevelopment of old 3-4 floor apartments into FBC towers.
- ❑ Phase 3 : Continuous pedestrian walkway & frontage link completion
- ❑ Phase 4 : Full corridor activation and streetscape management.
- ❑ Max Permissible FSI 4.0

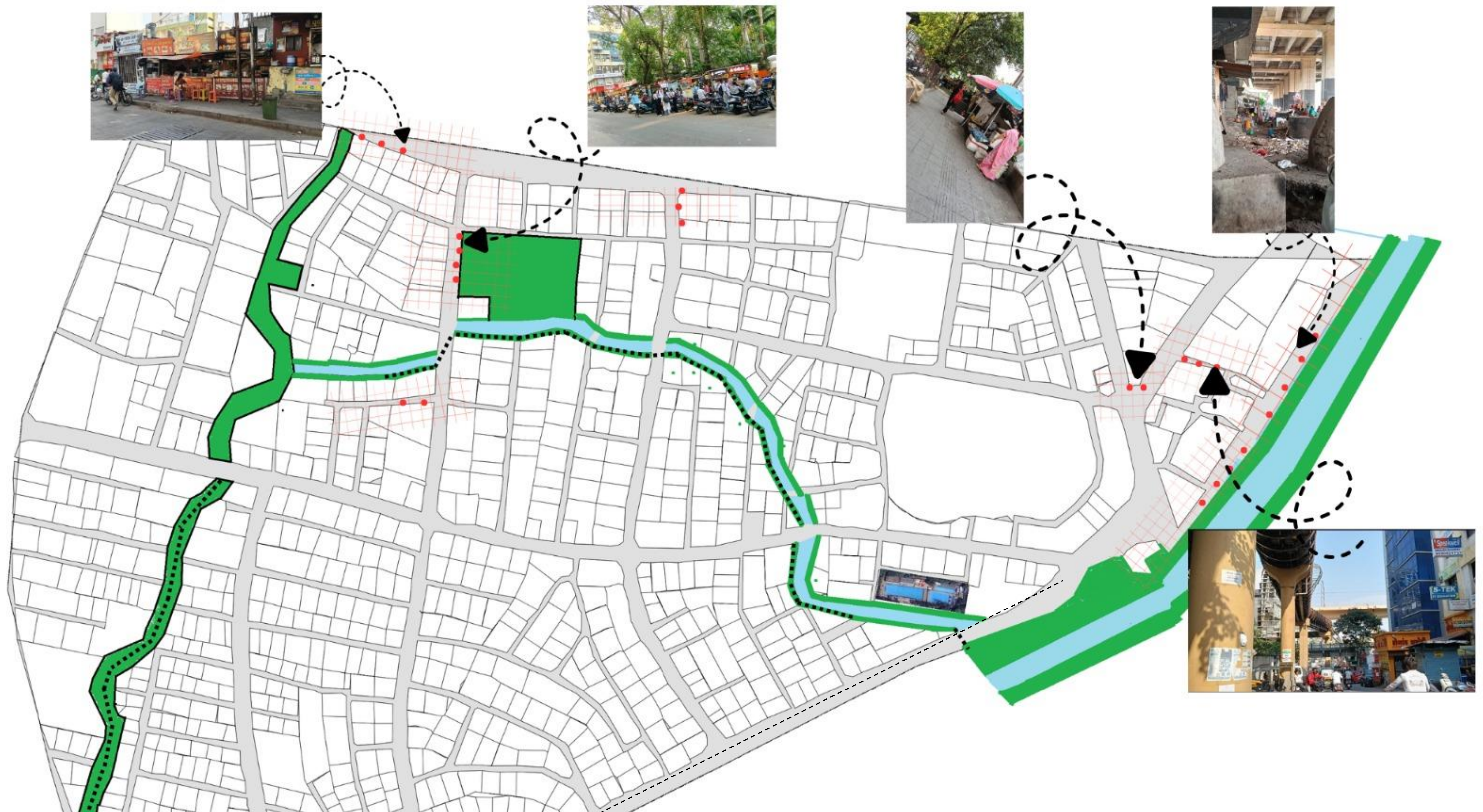




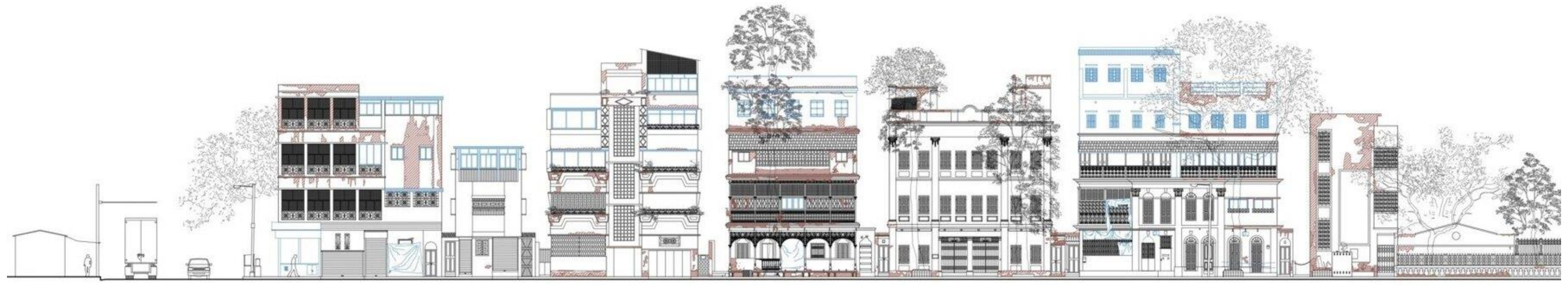
The FBC proposal moves beyond traditional land-use. We define three specific sub-zones within the 100m influence radius of the 3 Metro stations:

- ❖ **Core Zone (0-150m):** Maximum intensity, zero setbacks, mandatory active retail frontages.
- ❖ **Transition Zone (150-300m):** Managing the interface with internal Erandwane residential clusters.

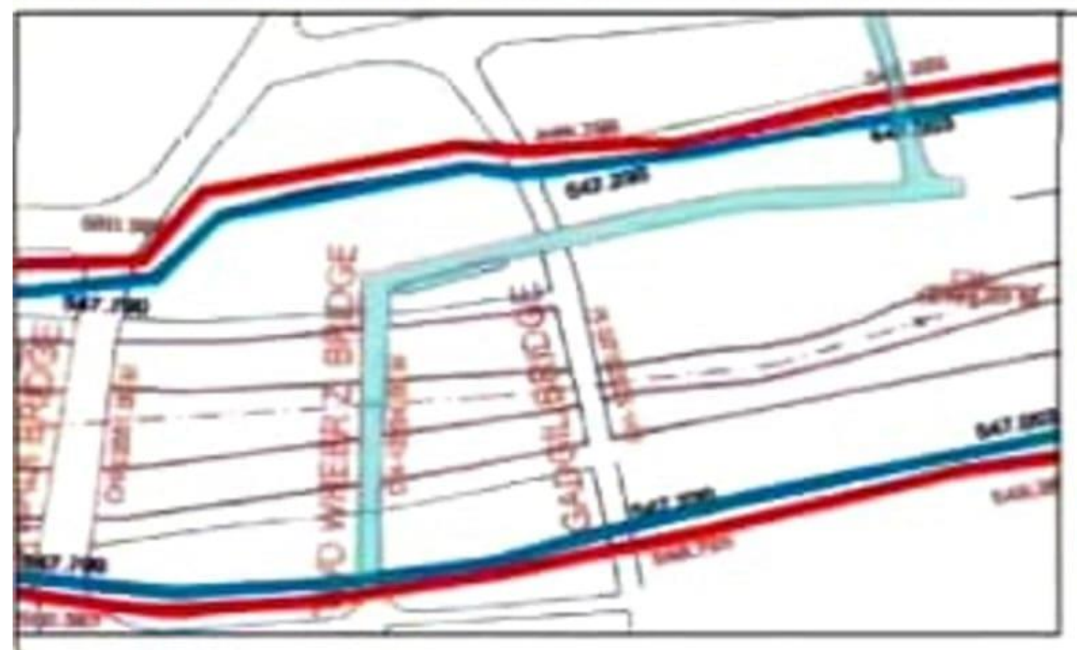
- ➢ Build-to-Line (BTL) at 3m from the road edge to ensure a consistent street wall.
- ➢ Step-back requirements for towers above 24m to prevent "canyon effect" on Karve Road.
- ➢ Transition from standard 15m heights to 60m+ towers in the TOD influence zone.
- ➢ Professional services clustered in the first 3 floors. FBC mandates specific signage zones to reduce visual clutter while ensuring visibility.



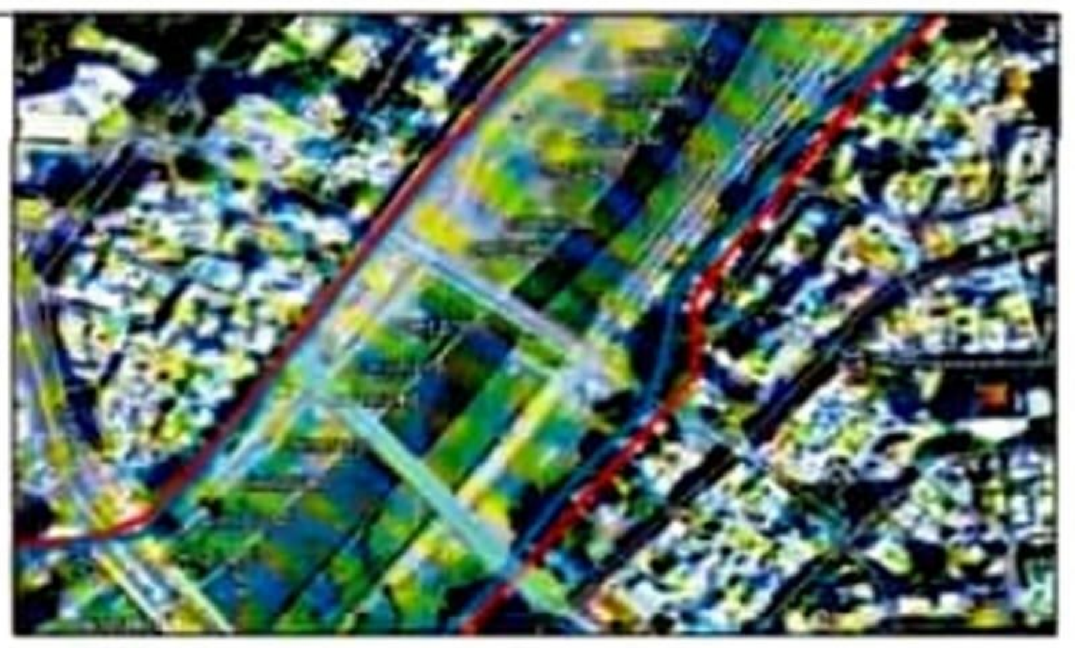
Cobblestone for pedestrian areas provides a durable, eco-friendly, and aesthetic surface that lasts for centuries, offering excellent traction and natural drainage



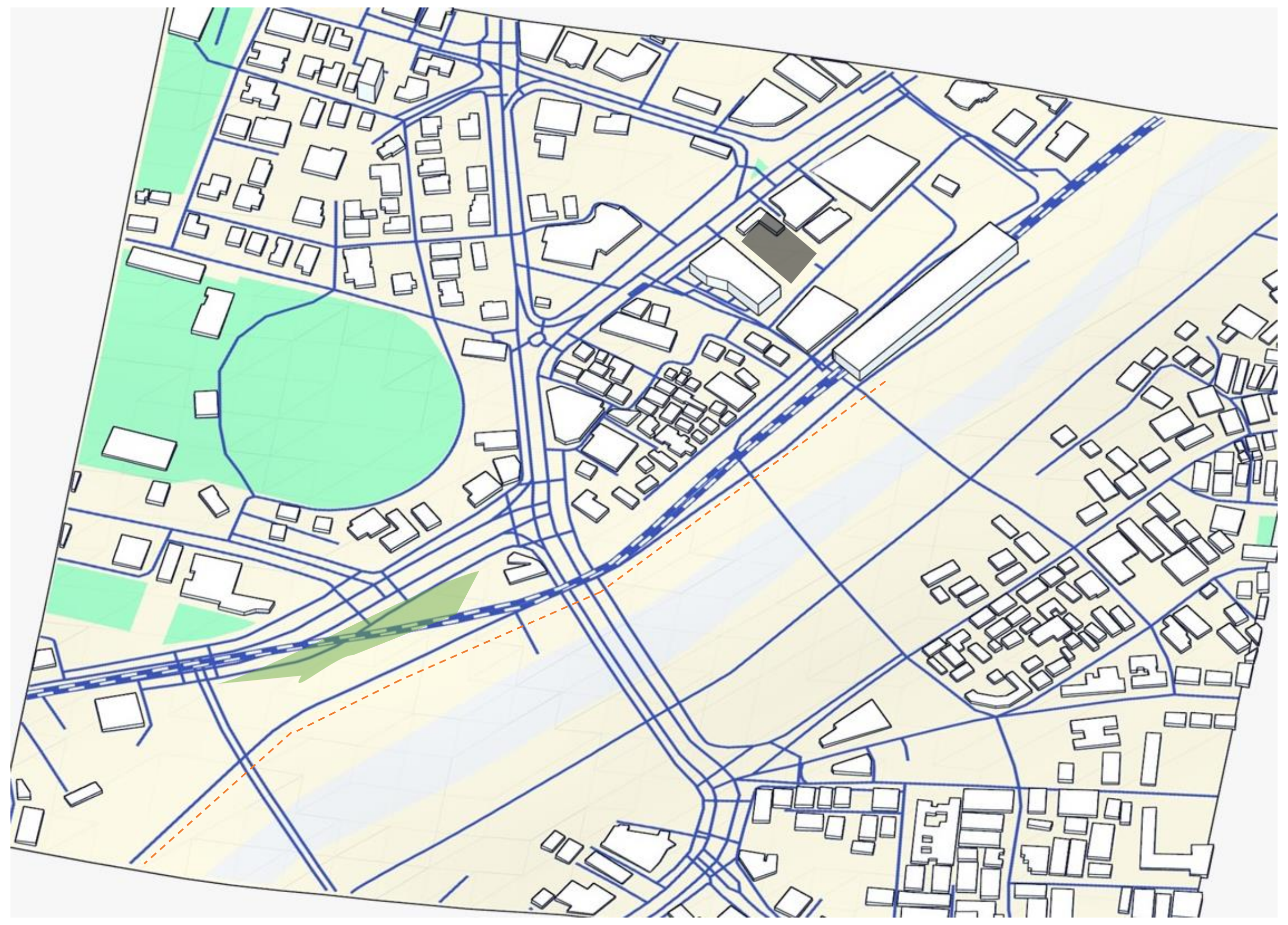
RECONSIDERING BOUNDARIES



In **2011**, irrigation dept data showed the blue and red lines as demarcated further away from the Z-Bridge in the Deccan area



In **2016**, the same red and blue lines on the official map had come under the Z-Bridge, almost along the same location

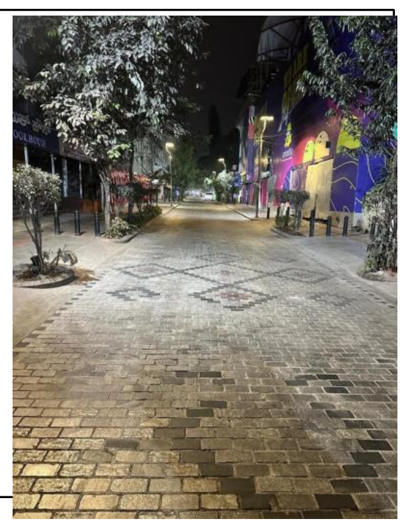


🟩 Riverside vacant plot stretch temporary nursery

Riverside DP road

◆ Vacant land behind PMPML Deccan Gymkhana bus stand proposed for parking

Pedestrian only (or cobblestone) roads are a big turn on for a city! . While enhancing charm in historical areas and calming traffic



FORM BASED CODES ENCROACHMENT, FLOOD SUSCEPTIBILITY LINES

02

Planning and Design Studio-II

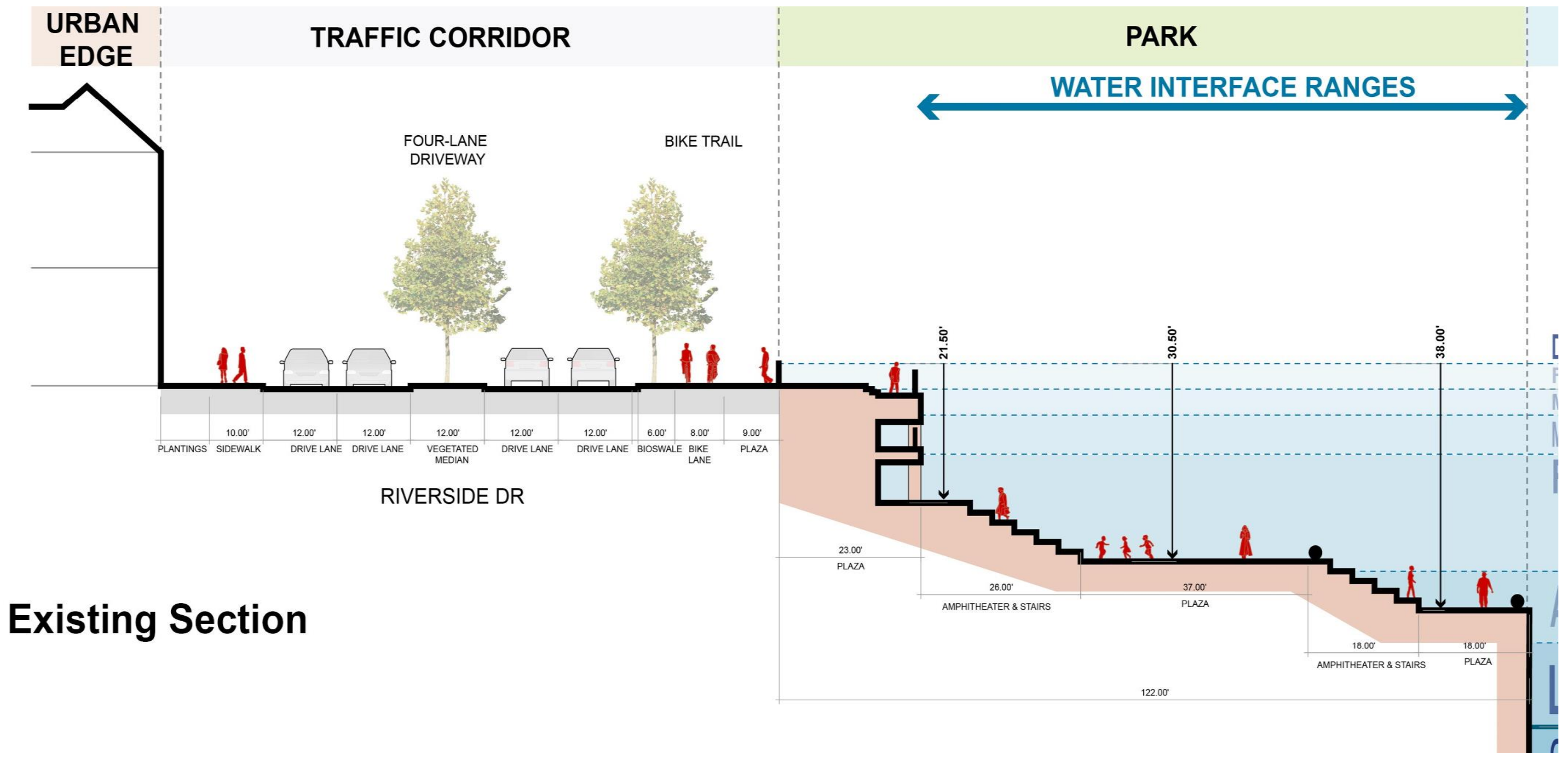
Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

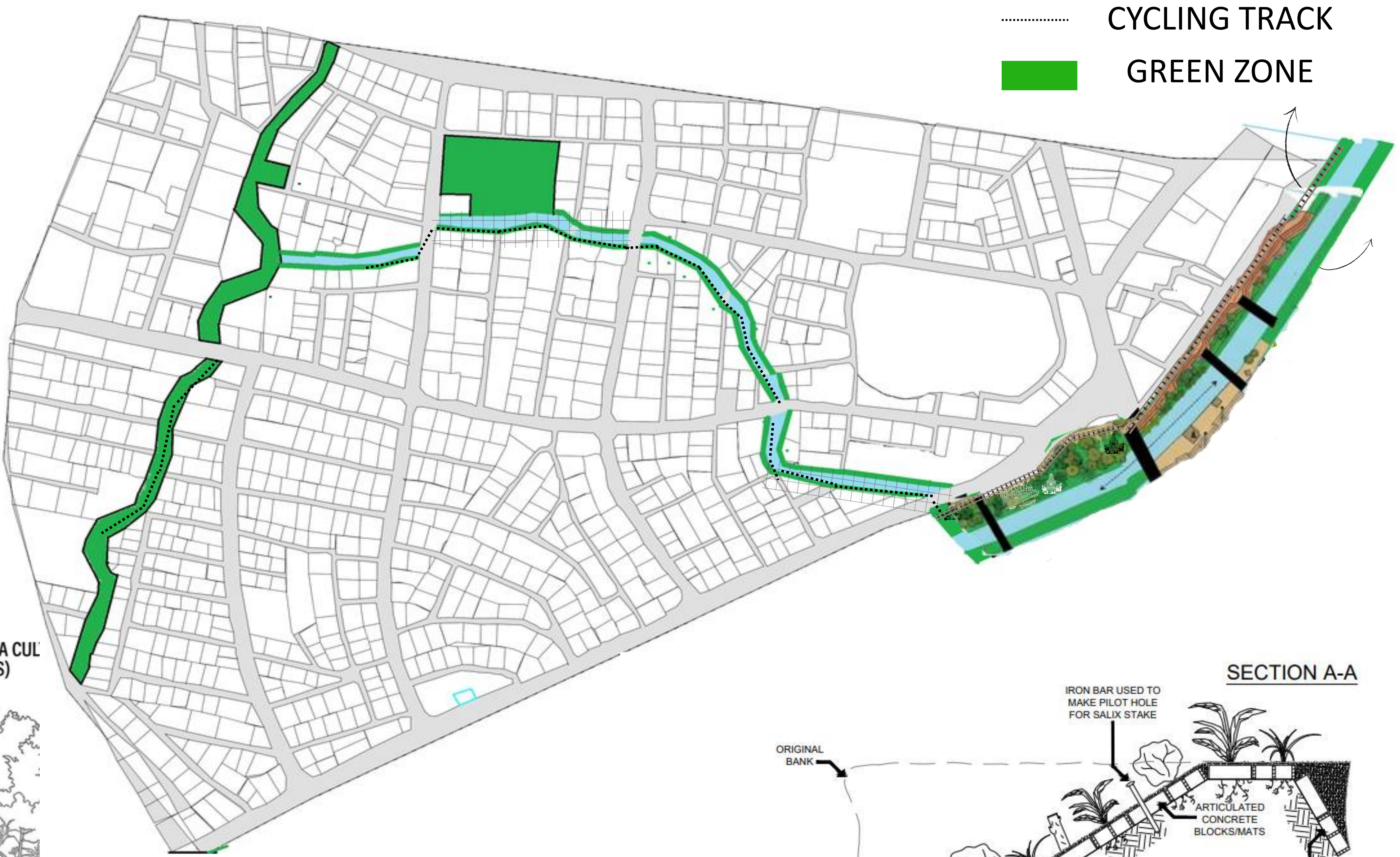
Presented By :

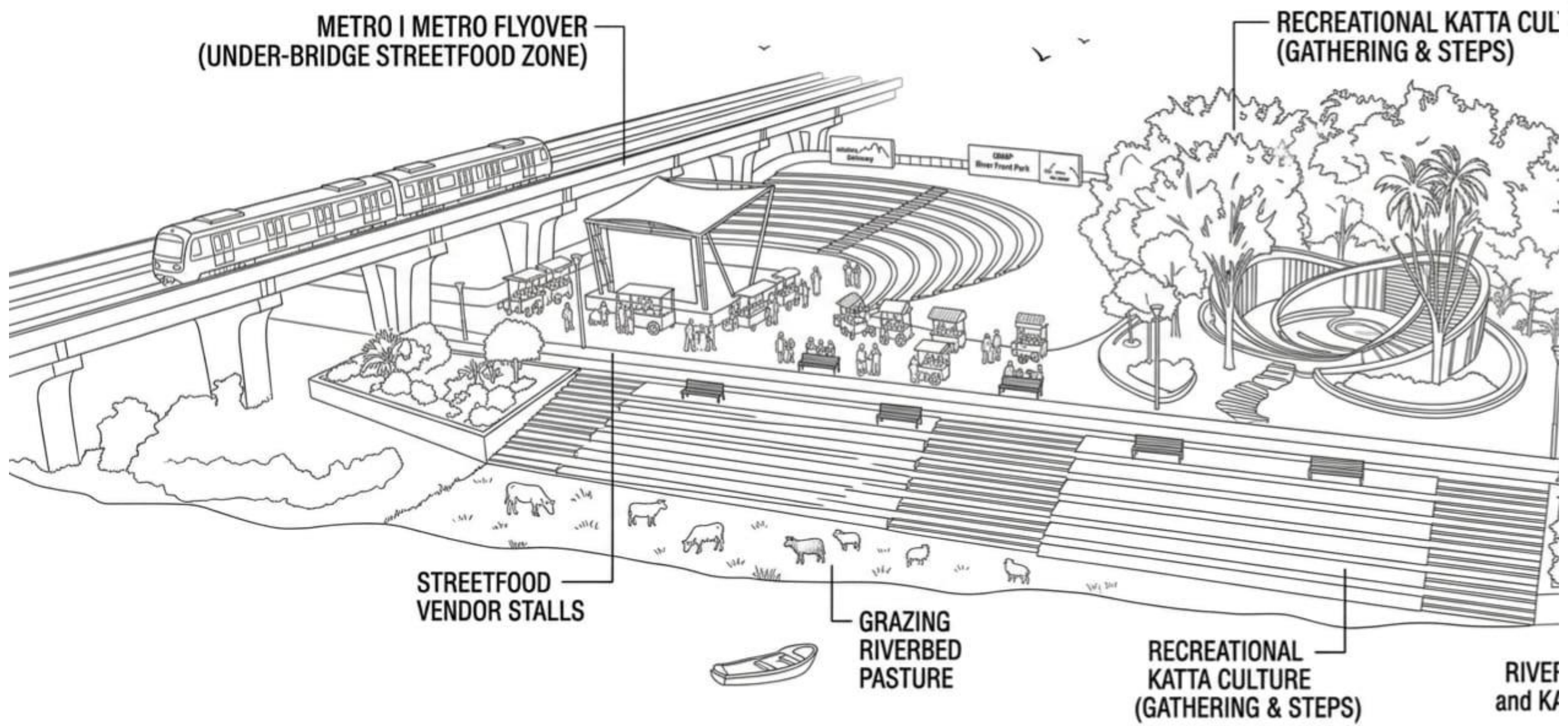
Ajay Kore (622514006)
Yadnesh Watane (622514079)

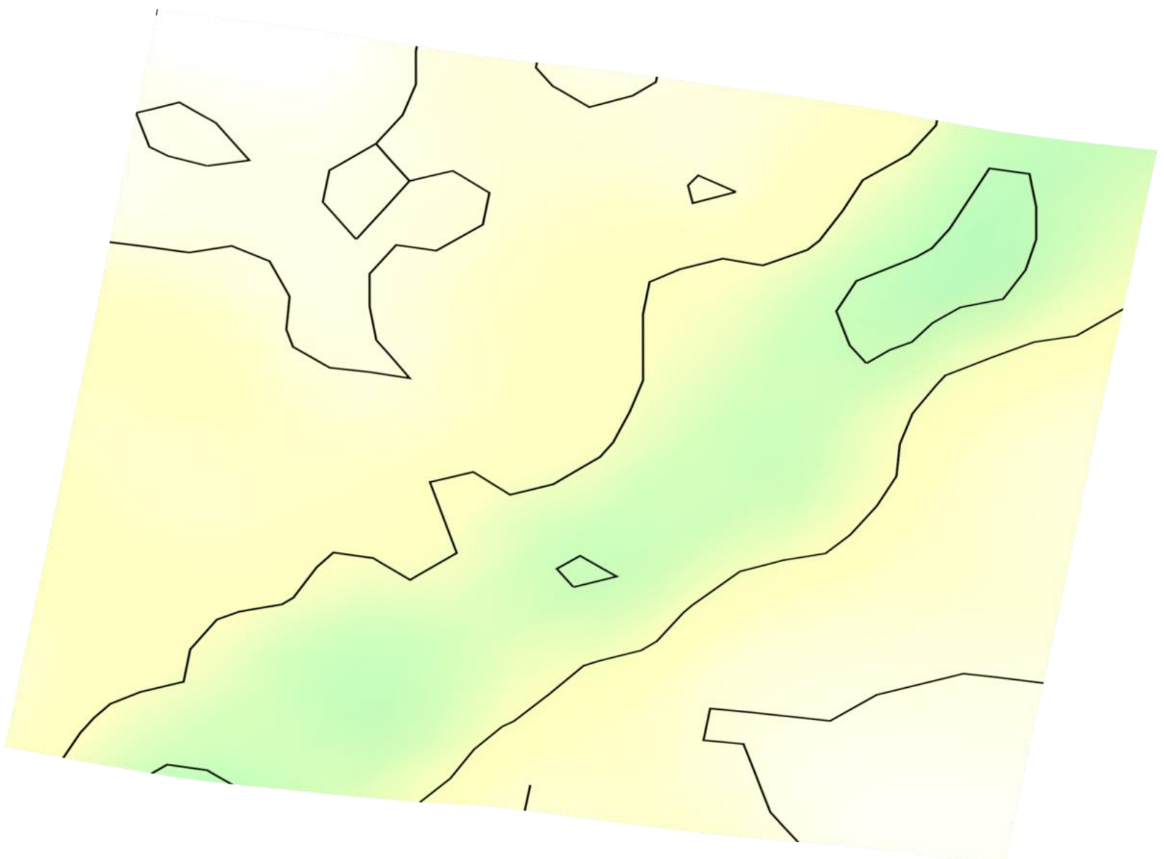
MUTHA RIVERFRONT REDEVELOPMENT


URBAN EDGE
TRAFFIC CORRIDOR
PARK
WATER INTERFACE RANGES
FOUR-LANE DRIVEWAY
BIKE TRAIL
PLANTINGS
10.00' SIDEWALK
12.00' DRIVE LANE
12.00' DRIVE LANE
12.00' VEGETATED MEDIAN
12.00' DRIVE LANE
12.00' DRIVE LANE
6.00' BIOSWALE
8.00' BIKE LANE
9.00' PLAZA
RIVERSIDE DR
21.50'
30.50'
38.00'
23.00' PLAZA
26.00' AMPHITHEATER & STAIRS
37.00' PLAZA
18.00' AMPHITHEATER & STAIRS
18.00' PLAZA
122.00'

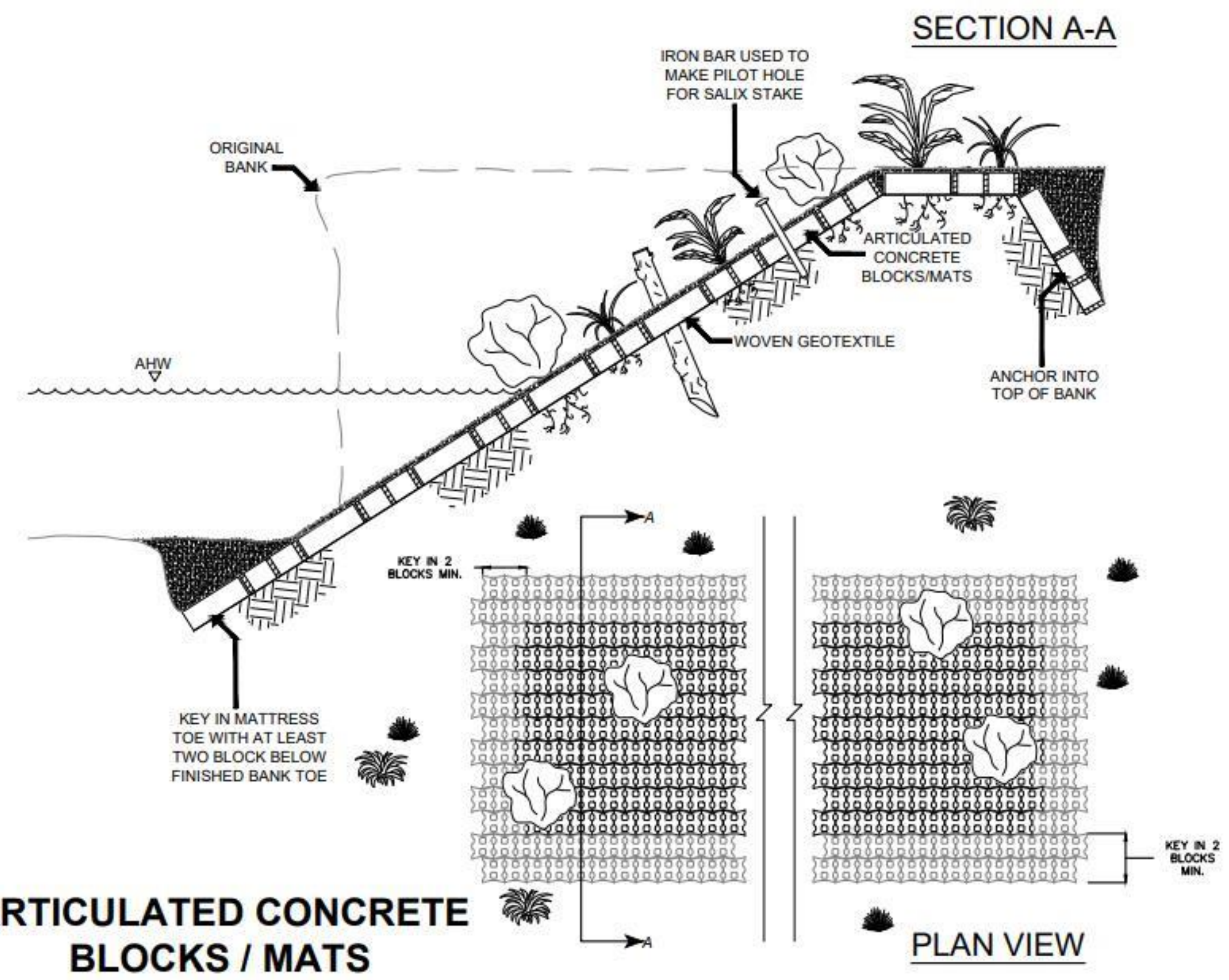
Existing Section


CYCLING TRACK
GREEN ZONE

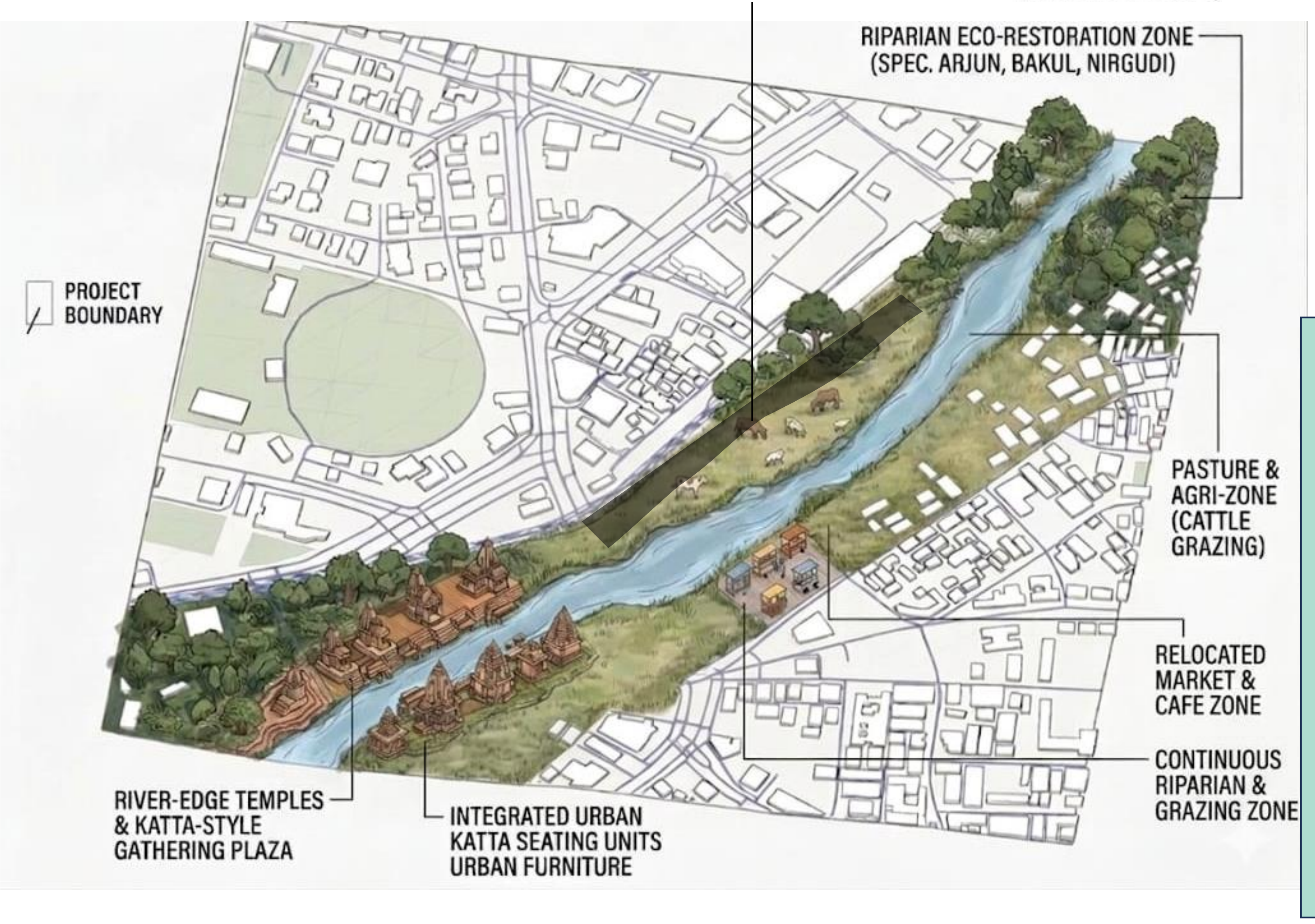

METRO I METRO FLYOVER (UNDER-BRIDGE STREETFOOD ZONE)
RECREATIONAL KATTA CUL (GATHERING & STEPS)
STREETFOOD VENDOR STALLS
GRAZING RIVERBED PASTURE
RECREATIONAL KATTA CULTURE (GATHERING & STEPS)
RIVER and KA



Contour of Mutha river near Deccan


SECTION A-A
IRON BAR USED TO MAKE PILOT HOLE FOR SALIX STAKE
ORIGINAL BANK
ARTICULATED CONCRETE BLOCKS/MATS
WOVEN GEOTEXTILE
AHW
ANCHOR INTO TOP OF BANK
KEY IN 2 BLOCKS MIN.
KEY IN MATTRESS TOE WITH AT LEAST TWO BLOCK BELOW FINISHED BANK TOE
A
A
KEY IN 2 BLOCKS MIN.
PLAN VIEW

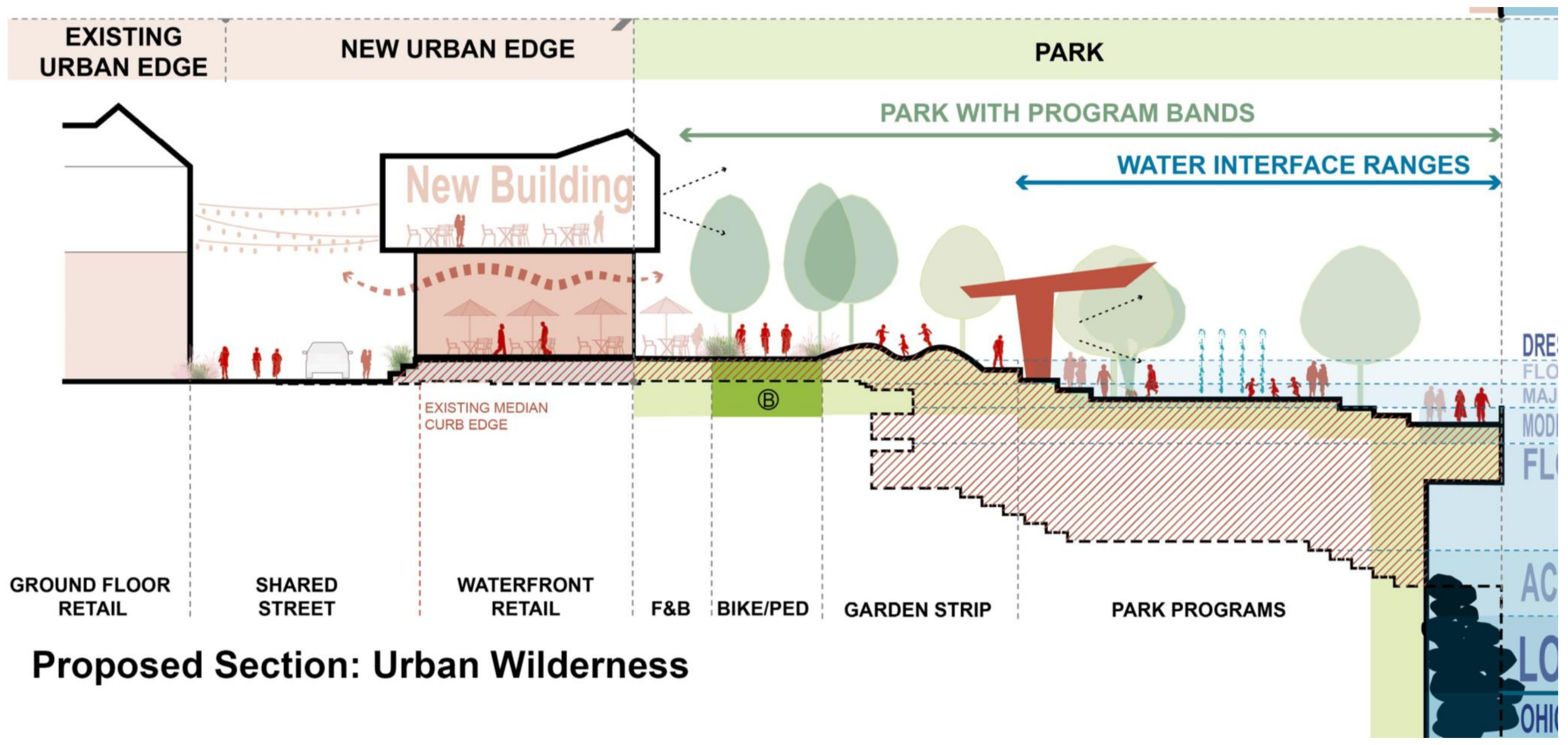
ARTICULATED CONCRETE BLOCKS / MATS


RIPARIAN ECO-RESTORATION ZONE (SPEC. ARJUN, BAKUL, NIRGUDI)
PROJECT BOUNDARY
PASTURE & AGRI-ZONE (CATTLE GRAZING)
RELOCATED MARKET & CAFE ZONE
CONTINUOUS RIPARIAN & GRAZING ZONE
RIVER-EDGE TEMPLES & KATTA-STYLE GATHERING PLAZA
INTEGRATED URBAN KATTA SEATING UNITS URBAN FURNITURE

SITE DEGRADATION ANALYSIS

Hardscape Encroachment: Urban roads and informal structures leaving zero room for riparian biodiversity.

Channel Siltation: Significant accumulation of silt and solid waste reducing hydraulic capacity by 40%

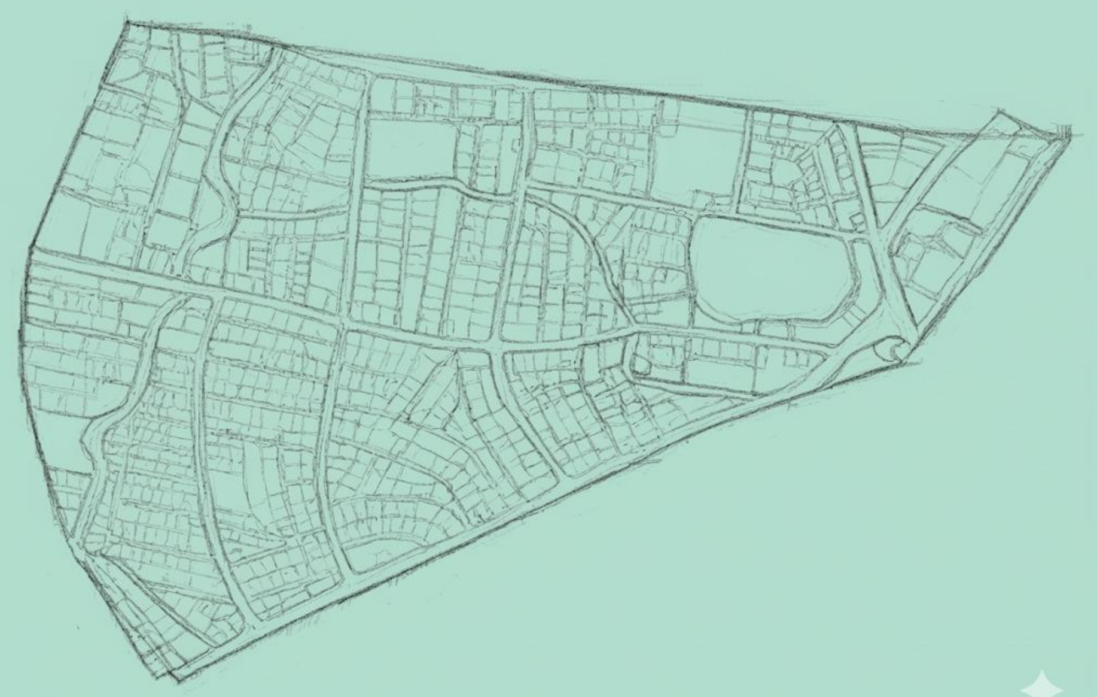

EXISTING URBAN EDGE
NEW URBAN EDGE
PARK
PARK WITH PROGRAM BANDS
WATER INTERFACE RANGES
New Building
EXISTING MEDIAN CURB EDGE
Ⓑ
GROUND FLOOR RETAIL
SHARED STREET
WATERFRONT RETAIL
F&B
BIKE/PED
GARDEN STRIP
PARK PROGRAMS

Proposed Section: Urban Wilderness

RIVERFRONT REDEVELOPMENT

03

Planning and Design Studio-II



Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

COEP Technological University
(COEP Tech)
A Unitary Public University of Government of Maharashtra
w.e.f 21st June 2022
(Formerly College of Engineering Pune)

Presented By :

Rounak Singh (622514050)
Yashasvi Patil (622514081)

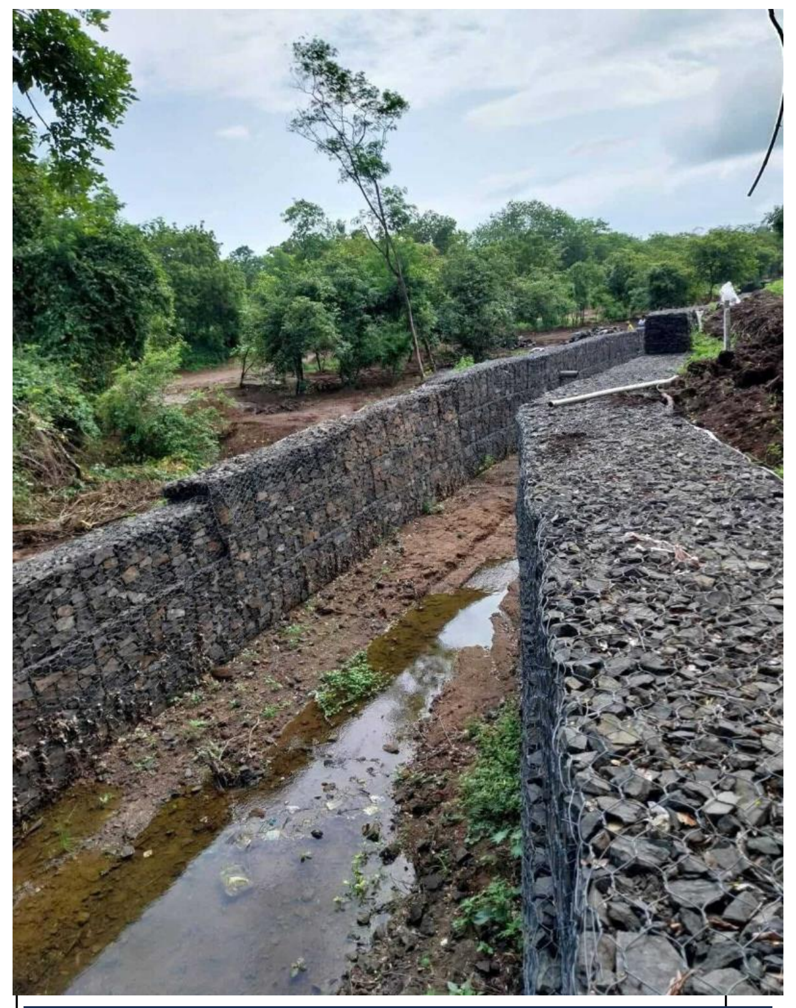
COMPREHENSIVE INTEGRATED URBAN GREENWAY WITH ODHA REVITALISATION

Existing Hirwayi trail: 514.05m
Hirwayi extension towards south : 523.43m
Nallah/Odha Rejuvenation : 1290.79 m

NALLAH/ODHA REJUVENATION

04

Planning and Design Studio-II

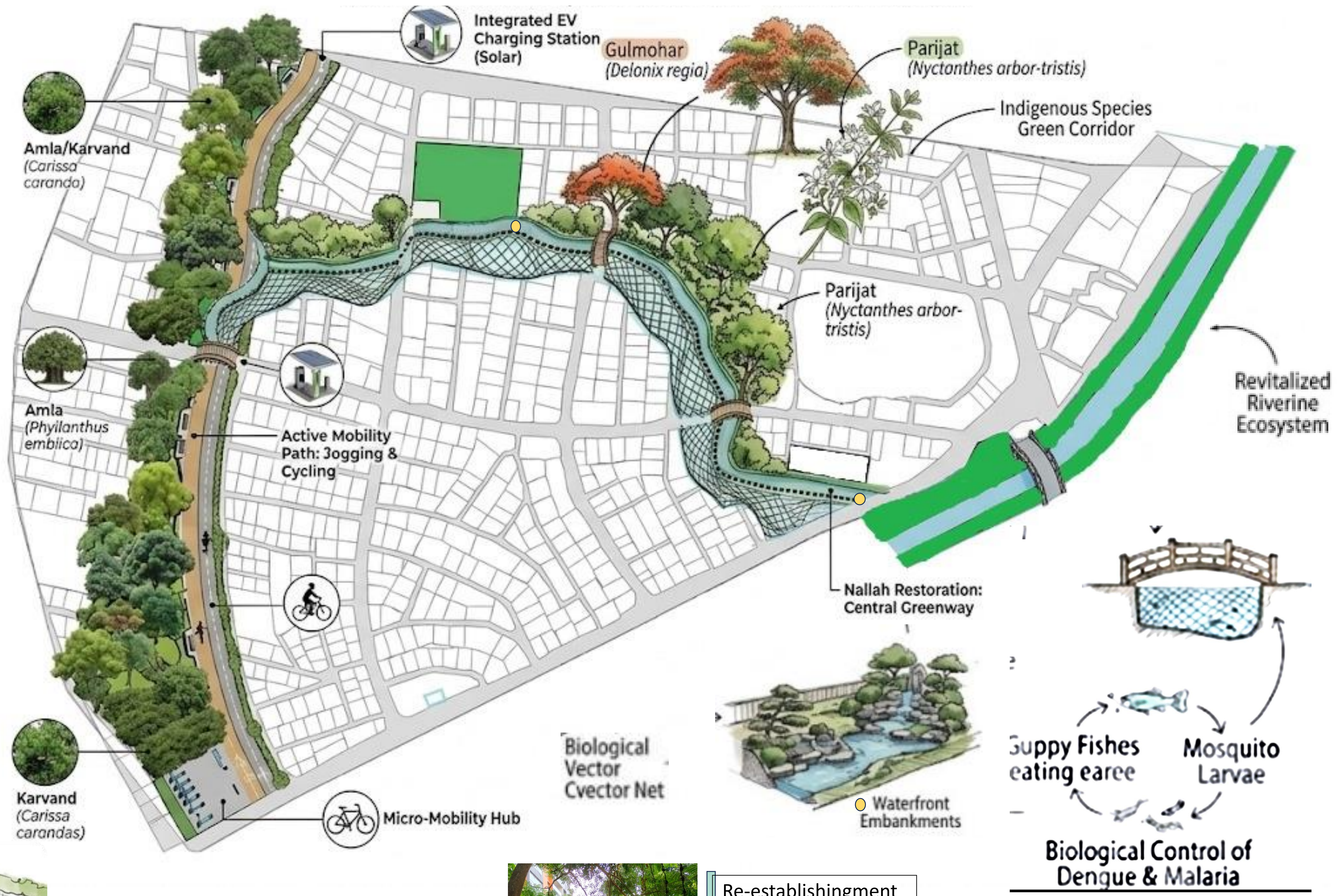


Gabion Retaining wall at Ambil Odha, Katraj

Legend

Proposed Interventions

- ▬ Nallah Watercourse
- ▨ Control Net
- 🟩 Community Park and Botanical Garden
- Eco-Interpretation Centre
- Japanese Bridges
- Amla/Karvand Canopy Trees
- Nallah Revitalization Treeline
- ▬ Jogging Track
- ▬ Cycling Track
- EV Charging Station
- Micro-Mobility Hub
- Public Art



Integrated EV Charging Station (Solar)
Gulmohar (Delonix regia)
Parijat (Nyctanthes arbor-tristis)
Indigenous Species Green Corridor
Amla/Karvand (Carissa carando)
Parijat (Nyctanthes arbor-tristis)
Amla (Phyllanthus embilca)
Active Mobility Path: Jogging & Cycling
Revitalized Riverine Ecosystem
Nallah Restoration: Central Greenway
Karvand (Carissa carandas)
Micro-Mobility Hub
Biological Vector Cvector Net
Waterfront Embankments
Guppy Fishes eating earee
Mosquito Larvae
Biological Control of Dengue & Malaria

Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

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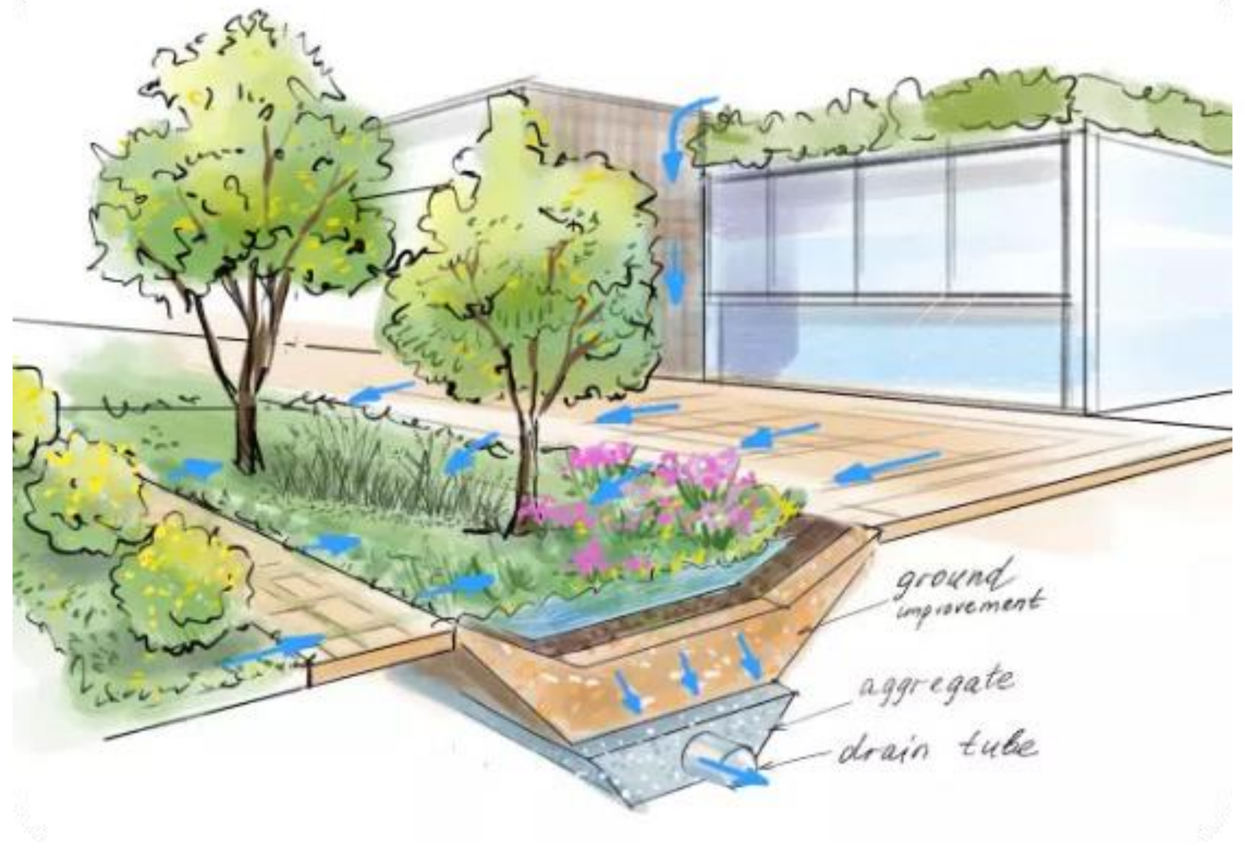
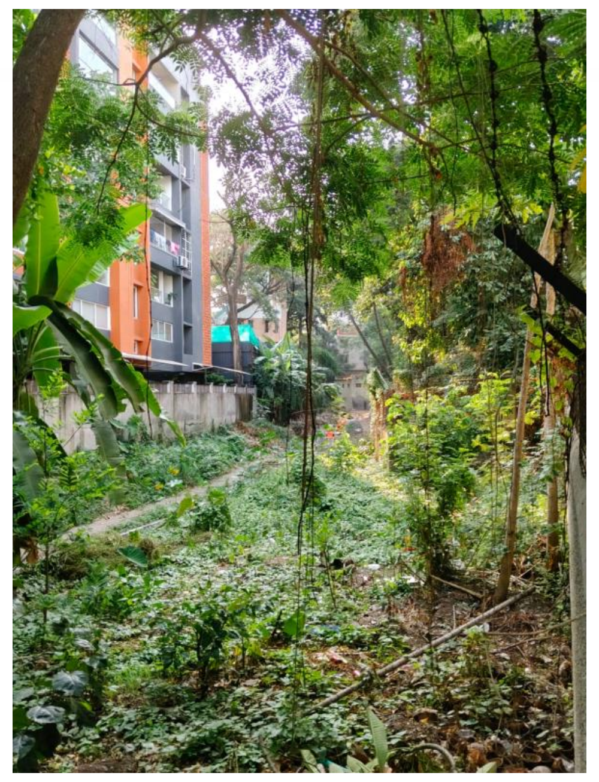


ground improvement
aggregate
drain tube

Integrated Bio-swales

Strategically placed bio-swales act as the first line of defense for stormwater. They capture surface runoff, filter out pollutants, and slow down the flow before it enters the Nallah. Aesthetic enhancement of walk-ways



Re-establishingment

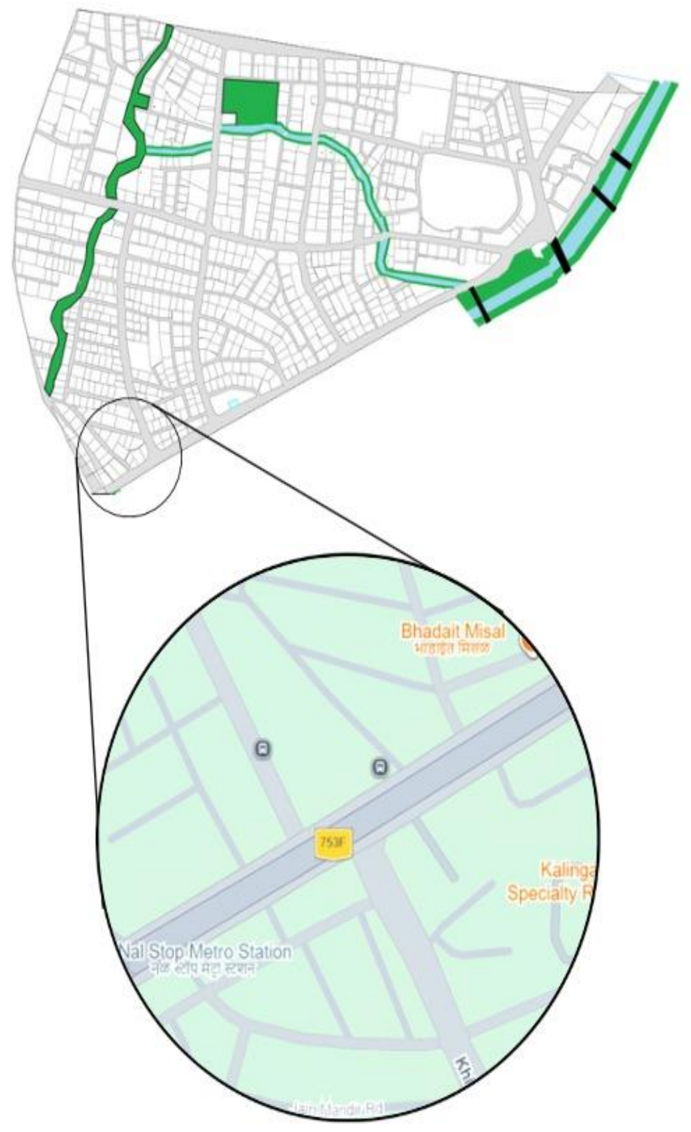
- **Eco-Restoration**
- **Social Vitality**
- **Hydrological Health**

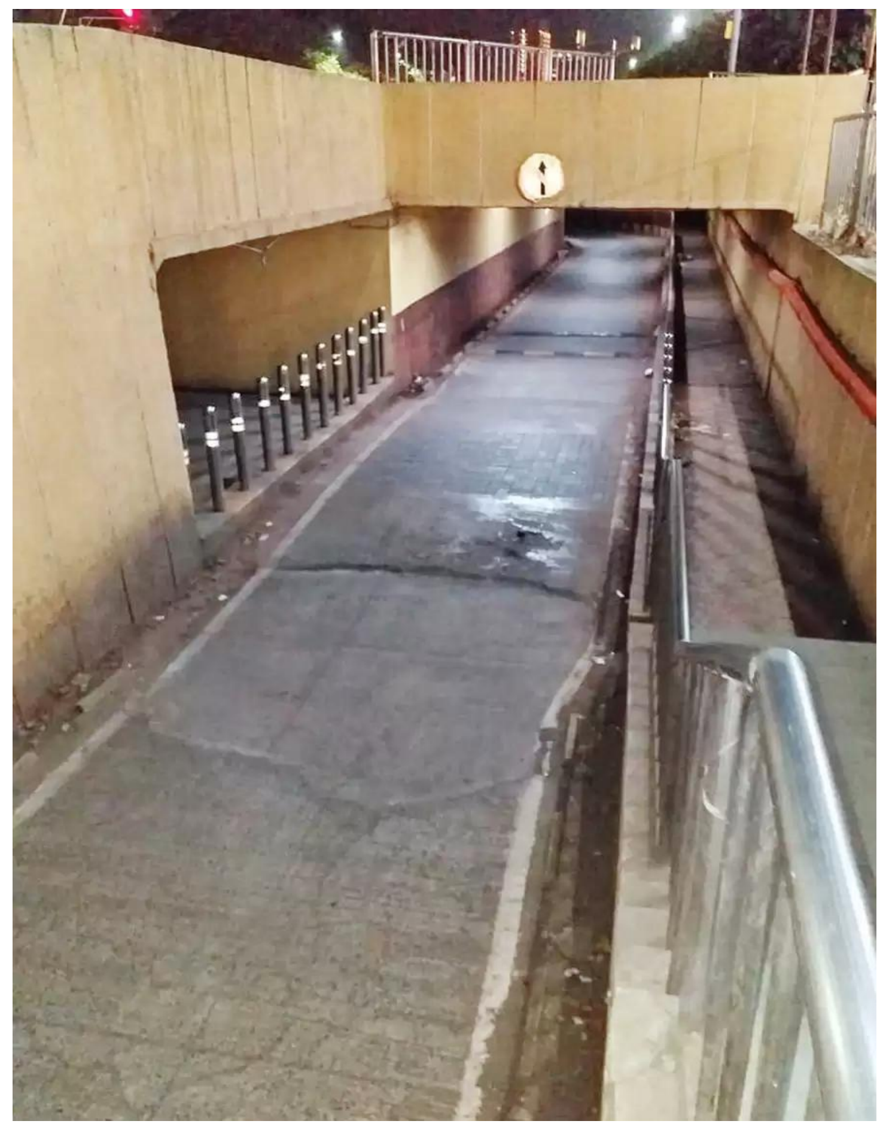
The proposal includes a Miyawaki forest zone along the odha (1290m). This method ensures 30x denser growth and 10x faster progress than traditional plantations.

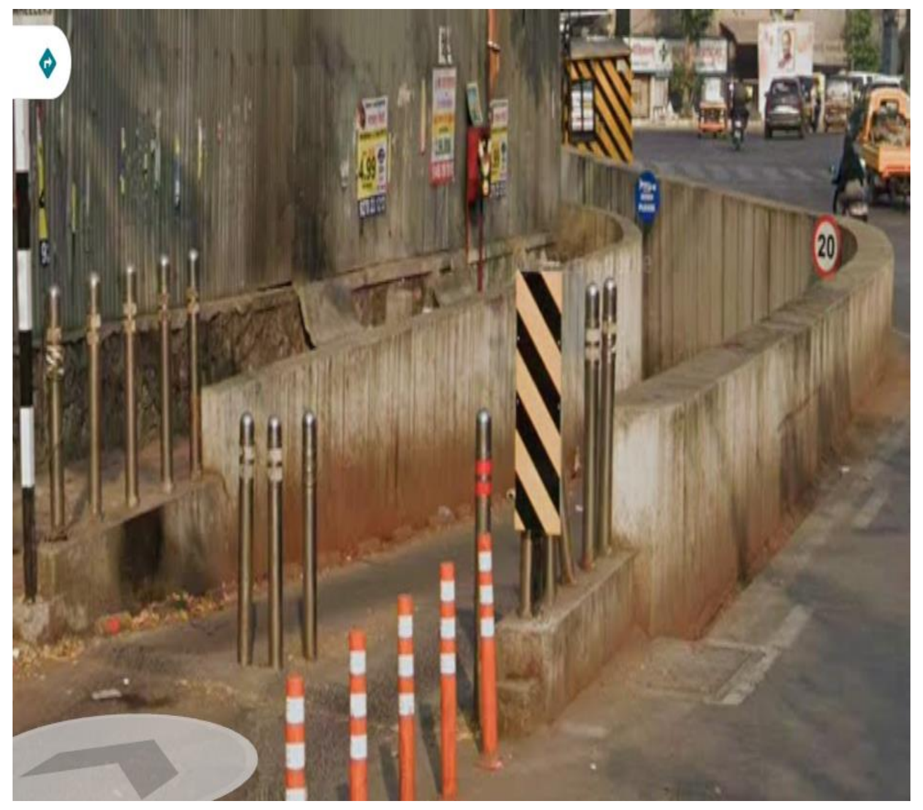
Presented By :

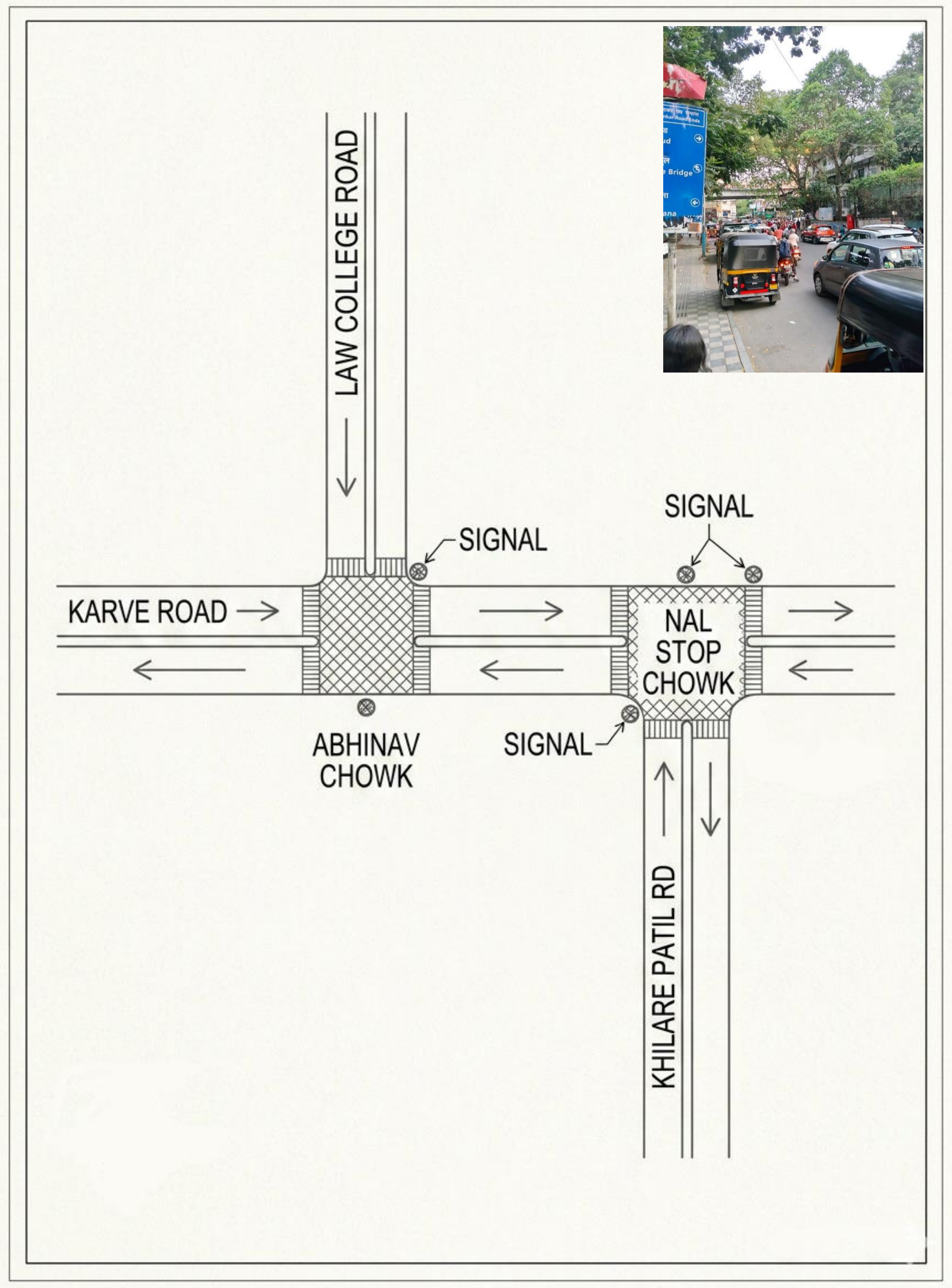
Rounak Singh (622514050)
Yashasvi Patil (622514081)
Makrand Kamerikar (622515029)

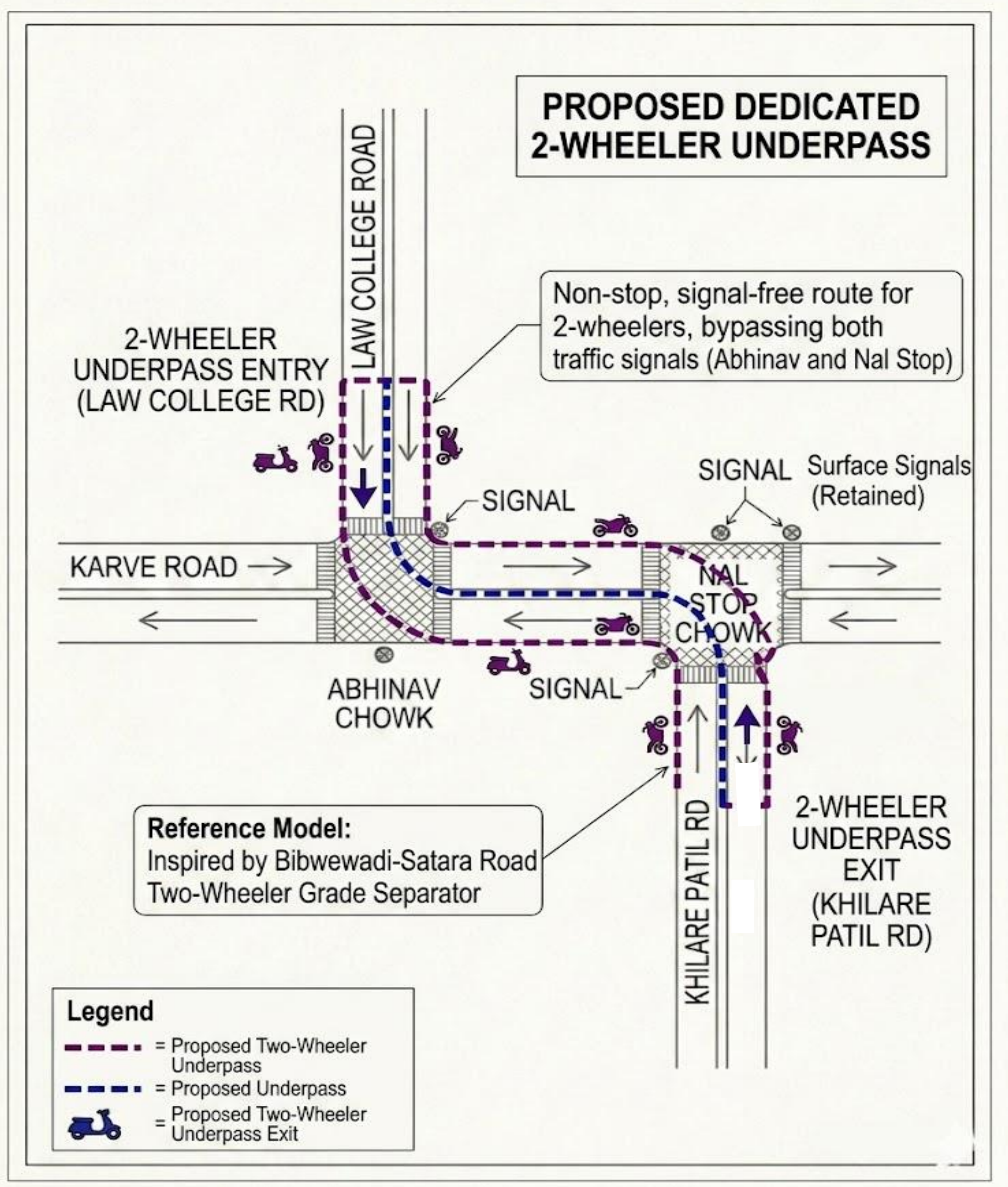
NAL STOP TO ABHINAV CHOWK UNDERPASS WITH GRADE SEPARATOR FOR TWO-WHEELER








LAW COLLEGE ROAD
SIGNAL
SIGNAL
KARVE ROAD →
NAL STOP CHOWK
ABHINAV CHOWK
SIGNAL
KHILARE PATIL RD


PROPOSED DEDICATED 2-WHEELER UNDERPASS
LAW COLLEGE ROAD
2-WHEELER UNDERPASS ENTRY (LAW COLLEGE RD)
Non-stop, signal-free route for 2-wheelers, bypassing both traffic signals (Abhinav and Nal Stop)
SIGNAL
SIGNAL
Surface Signals (Retained)
KARVE ROAD →
NAL STOP CHOWK
ABHINAV CHOWK
SIGNAL
Reference Model: Inspired by Bibwewadi-Satara Road Two-Wheeler Grade Separator
KHILARE PATIL RD
2-WHEELER UNDERPASS EXIT (KHILARE PATIL RD)
Legend
= Proposed Two-Wheeler Underpass
= Proposed Underpass
= Proposed Two-Wheeler Underpass Exit

UNDERPASS PROPOSAL

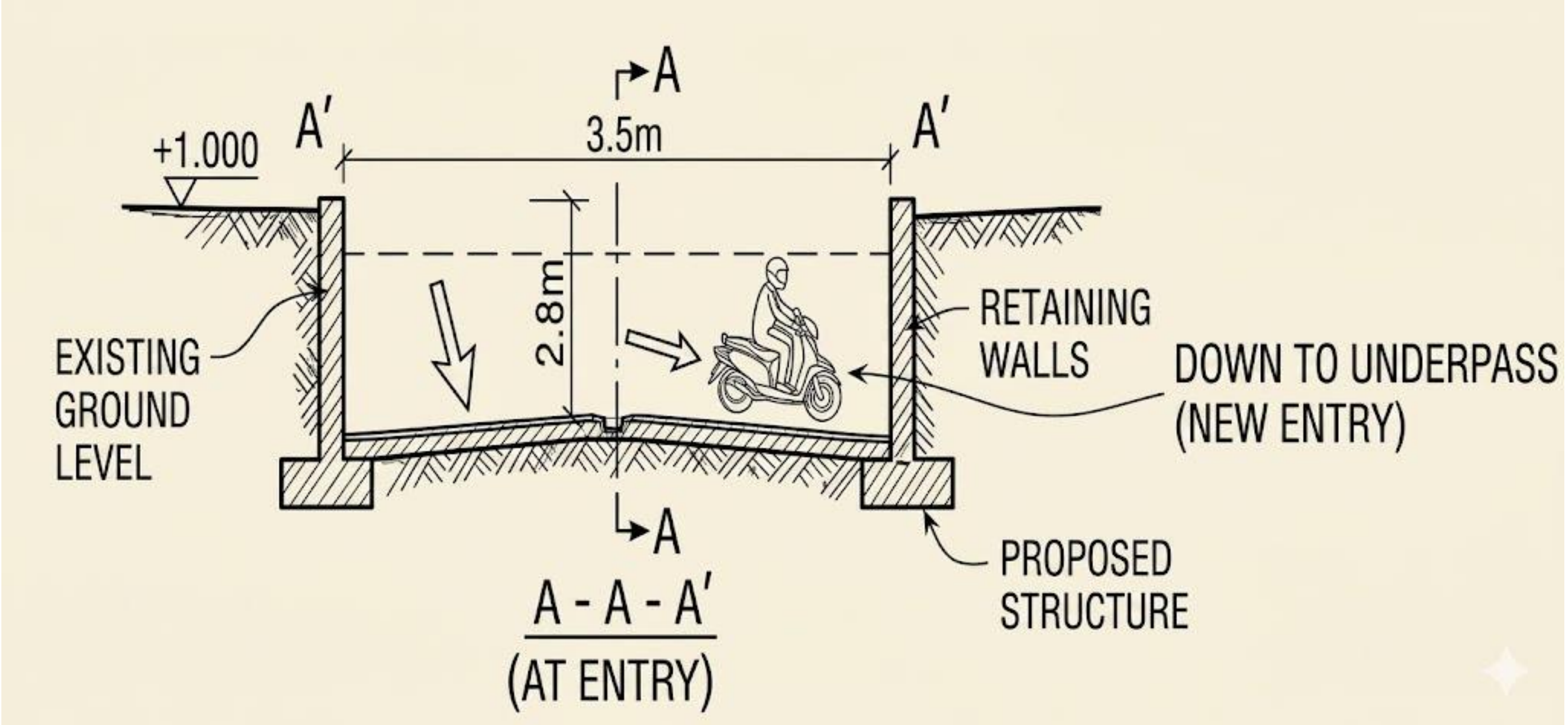
05

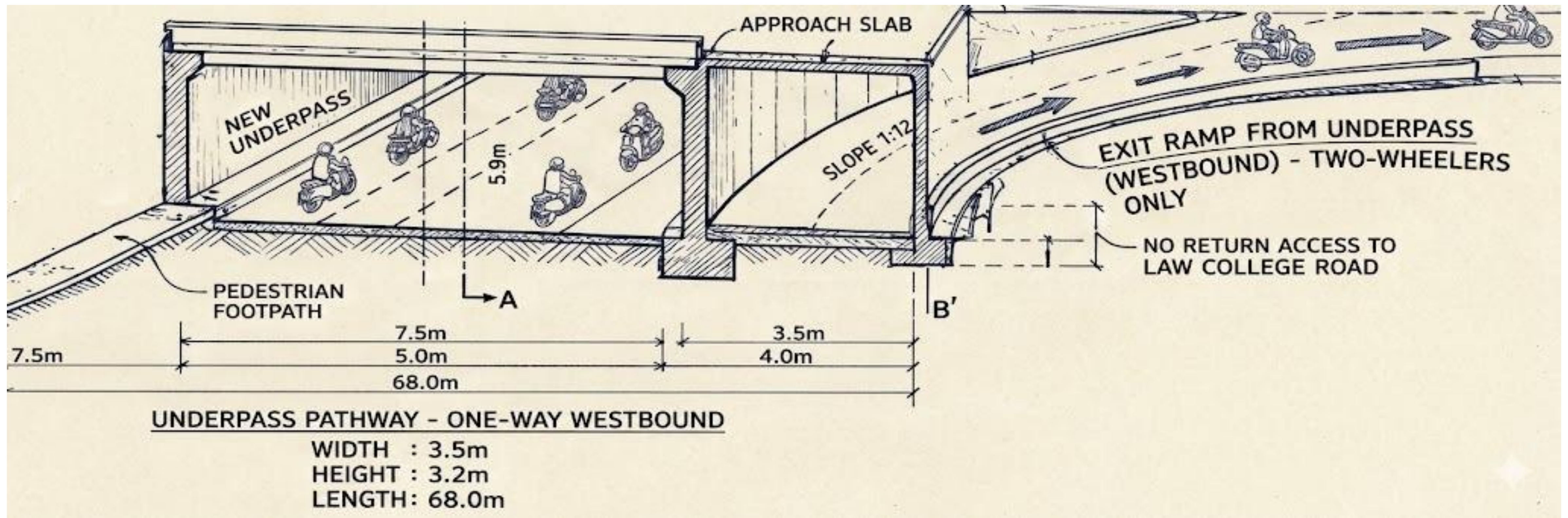
Planning and Design Studio-II

Proposals:
Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

- Segregates heavy turning traffic of two-wheelers from the main Karve Road thoroughfare.
- Eliminates waiting time at Abhinav Chowk and Nal Stop Chowk for vehicles moving towards Khilare Patil Road.
- Reduces the high rate of "side-swipe" accidents common during peak hour merging at the junction.

- Designed as per **IRC:103-2012** (Guidelines for Pedestrian and Small Vehicle Facilities
- **Entry Point:** Located on **Law College Road**, utilizing the existing dead space near the junction.
- **Exit Point:** Direct outlet at **Khilare Patil Road**, bypassing the main traffic signals at Nal Stop.
- **Surface Traffic:** Existing surface signals are retained for Karve Road mixed traffic, but with reduced cycle times due to the diverted two-wheeler volume.


+1.000
A′
A
3.5m
A′
2.8m
EXISTING GROUND LEVEL
RETAINING WALLS
DOWN TO UNDERPASS (NEW ENTRY)
A
A - A - A′
(AT ENTRY)
PROPOSED STRUCTURE


APPROACH SLAB
NEW UNDERPASS
5.9m
SLOPE 1:12
EXIT RAMP FROM UNDERPASS (WESTBOUND) - TWO-WHEELERS ONLY
NO RETURN ACCESS TO LAW COLLEGE ROAD
PEDESTRIAN FOOTPATH
A
B′
7.5m
7.5m
5.0m
3.5m
4.0m
68.0m

UNDERPASS PATHWAY - ONE-WAY WESTBOUND
WIDTH : 3.5m
HEIGHT : 3.2m
LENGTH: 68.0m

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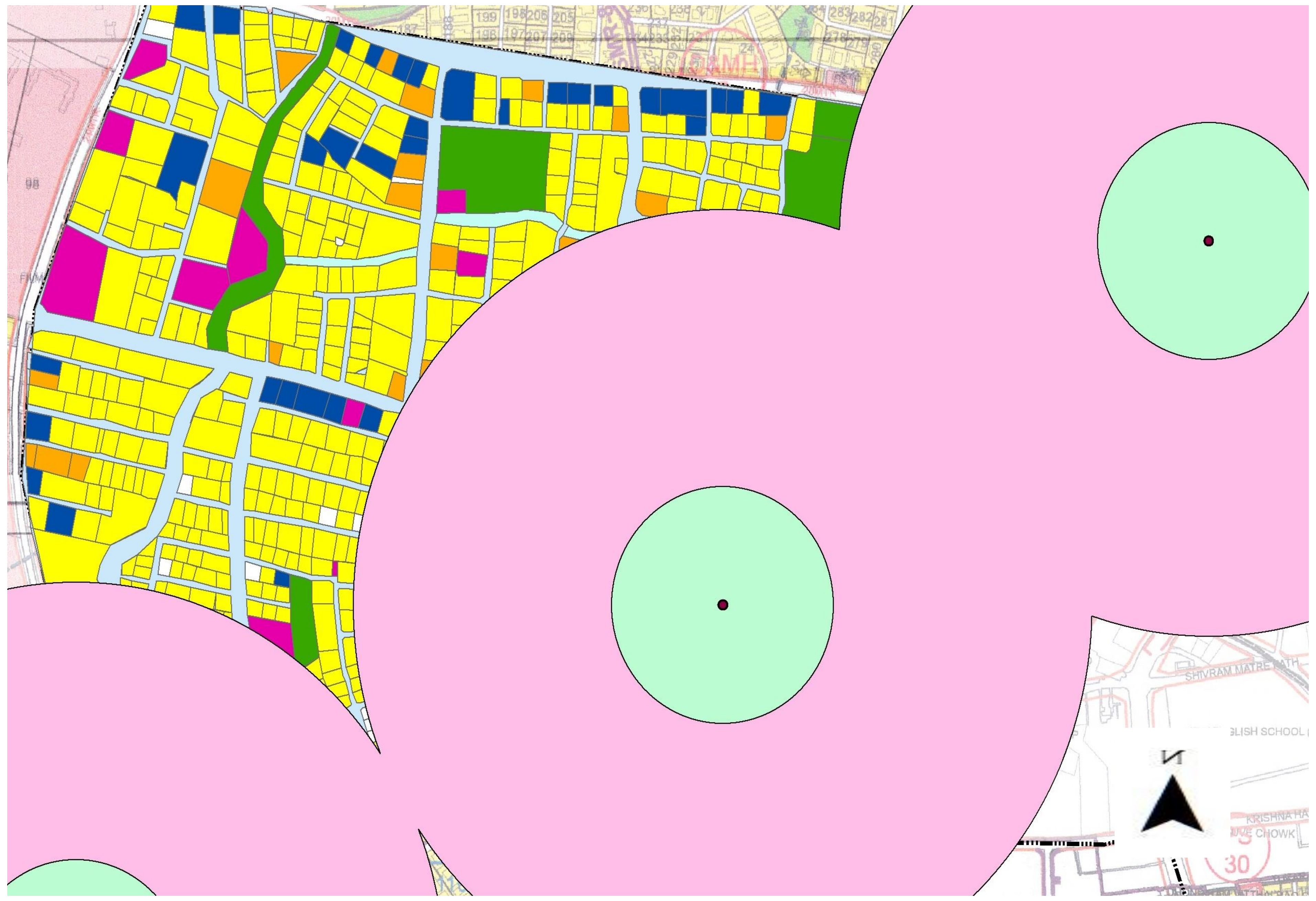
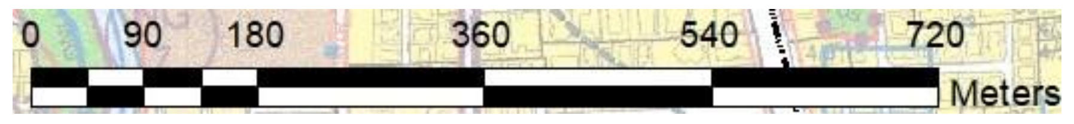
Presented By :

Anmol Sontakke (622514010)
Preet Sherkhane (622514043)

TRANSIT-ORIENTED DEVELOPMENT



METRO INFLUENCE AREA MAP



The area behind deccan bus stop is on the way to become slum despite of coming under TOD Zone.

Substandard Housing & Encroachments: The buffer zone exhibits significant pockets of informal settlements with high ground coverage and lack of adequate light and ventilation.

The area has primarily low income group living on small commercial activities like flower vending and other street vendoring activities

High number of informal settlements like shown in these pictures .People are risking their safety and right to facilities due to poor infrastructure .

Local streets are enchroched for parking , street vending and many other activities which causes choking in primary transit in internal lanes

The area under radius of 150m from Deccan metro stop needs urgent facilities.

There are 3 metro stations under surveyed area 1. Deccan Gymkhana 2. Garware chowk 3. Nal stop

The area under garware metro stop has enchroments and mid rise mixed use and commercial buildings

The Nal stop is mainly featured by mid-rise residential apartments .TOD can provide basic commercial access to these apartments

PROBLEM STAEMENT: The Deccan Metro station precinct faces severe urban blight due to dilapidated slum pockets and an infrastructure-transit mismatch that lacks people in providing healthy lifestyle

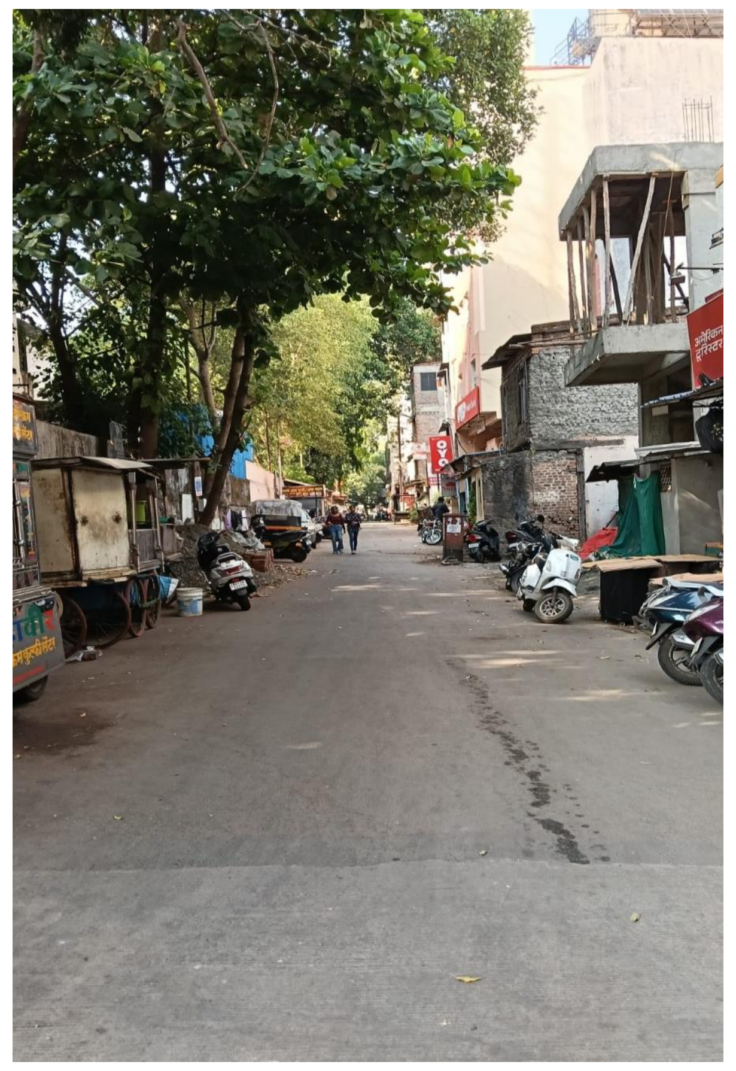
Vertical Slum Rehabilitation: Leverage the Incentive FSI (4.0) provided by Pune's TOD policy to rehouse residents in modern mid -rise units, with G+5 to G+7 height

Convert the current congested road inventory into a "Shared Street" network with 3-meter wide shaded footpaths and dedicated Non-Motorized Transit (NMT) lanes.

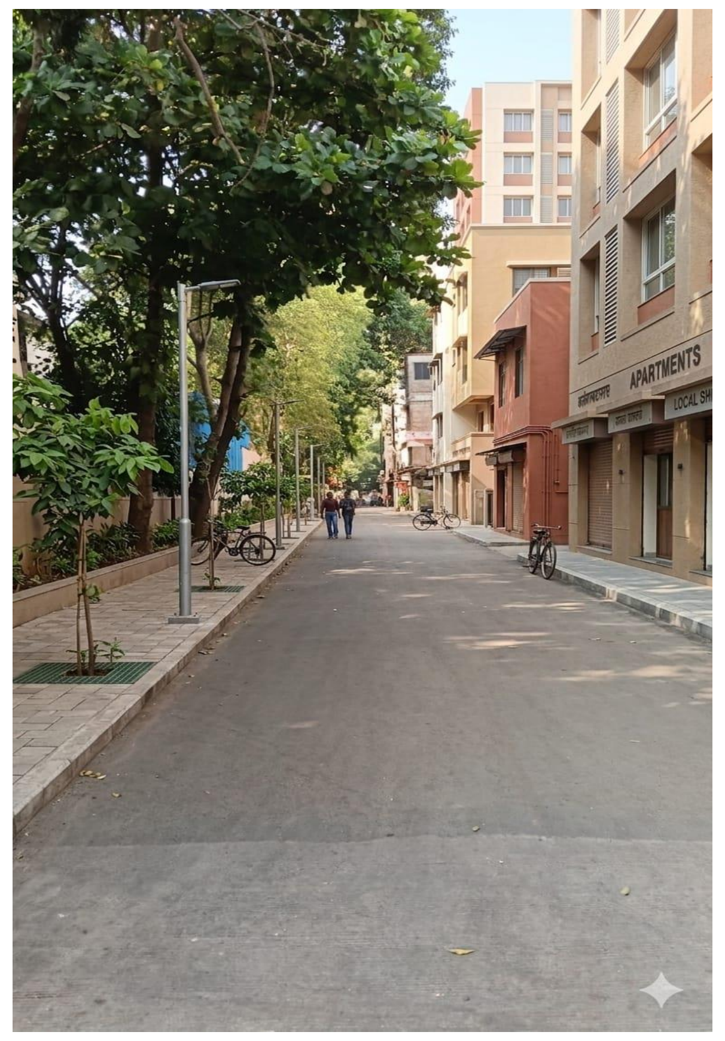
Mandate ground-floor retail and commercial activities (cafes, kiosks, pharmacies) to serve commuters, creating a vibrant "Live-Work-Play" environment that ensures 24/7 surveillance. The footpath food stalls and all other stalls will be shifted here

Redesign the area behind Deccan Bus Stop as a transit hub featuring PBS (Public Bike Sharing) docks and a organized bay to eliminate last-mile friction.

Environmental "Green Link": Utilize the reclaimed space to create a "Pocket Park" or ecological corridor that connects the Metro station directly to the Mula-Mutha riverfront.



Before



After

Before : houses in poor condition , no proper space for the activity done by residents

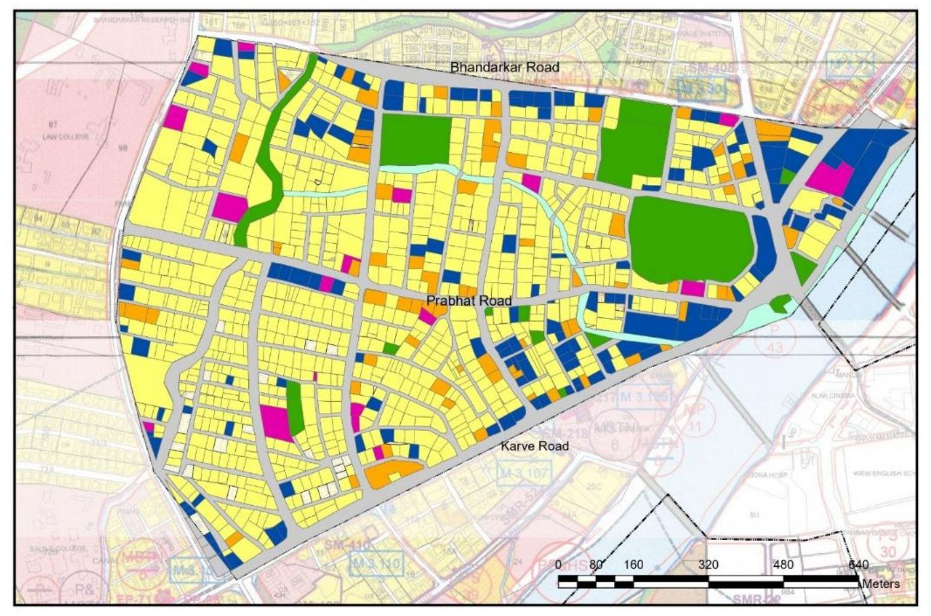
After : Improved living space , proper space for buiseness activity

Before : Polluted River, Waste og land and no waste on riverbed

After : Wasted land used for recreational use ; clean river

TRANSIT-ORIENTED DEVELOPMENT

06



Area Appreciation : Prabhat Road -- Erandwane – Deccan – ILS road and it's precints

Transit-oriented development of Deccan metro station area removes povetry , pollution and provides clean and healthy lifestyle to low-income

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Rutuja Dhore (54)